



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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THE J. L. ROSS COMPANY.

The buildings of the J. L. Ross Company at West Superior, Wis., shown in the accompanying engraving, were erected and equipped for the requirements of a wholesale and retail feed business rather than those of a regular grain business.

The buildings are admirably located for this purpose. Situated on Winter Street, just three-quarters of a block west of Tower Avenue, the main thoroughfare of the city, the elevator stands also on the tracks of the Terminal Railroad, which does the city switching for all the railroads having terminals in West Superior; so that the Company has all its cars of both in and out stuff handled free of cost to and from its own doors. As the corner of Tower Avenue and Winter Street is considered the center of business in the city, the site is seen to be an ideal one. Further than that, the site is but about 450 feet from the C., St. P., M. & O. R. R. freight office, about the same distance from that of the N. P. and the old St. Paul & Duluth, as well as the D., S. S. & A. roads, and about four blocks from the Eastern Minnesota R. R., so that railroad shipping facilities are of the best, while it is only seven blocks to the lake docks.

The equipment of the premises is about as follows: The power is furnished by a 36-horsepower Otto Gasoline Engine. The feed mills consist of a Strong & Northway 9x24-inch Four Roller feed Mill and a No. 3 Bowsher Mill for corn meal and ground screenings. There are also an Invincible Wheat Scourer and a Barnard & Leas Separator. The receiving elevator is a chain with 5½x12-inch cups, and is operated by chain belt from the drive shaft in the basement to the lower sprocket wheel. This elevator drives another elevator with rubber belt and 5x8-inch cups. There is also a sacking elevator for the feed mill and

one for the Bowsher Mill. The capacity of the mill is forty tons of ground feed per 10-hour day, with elevator storage capacity of 20,000 bushels.

All weighing is done on a Fairbanks Hopper Scale of 30,000 pounds' capacity, by an official weighman furnished by the state of Minnesota,

feed business at West Superior for about six years; but it was not until about eighteen months ago that the Company began operating a feed mill. This mill was a small affair and stood about half a mile from the present premises. Being of too small capacity and being also inconveniently located, about half a block from a railroad track, it was abandoned and the present plant erected and started up, which is found to be none too extensive for the requirements of the business.

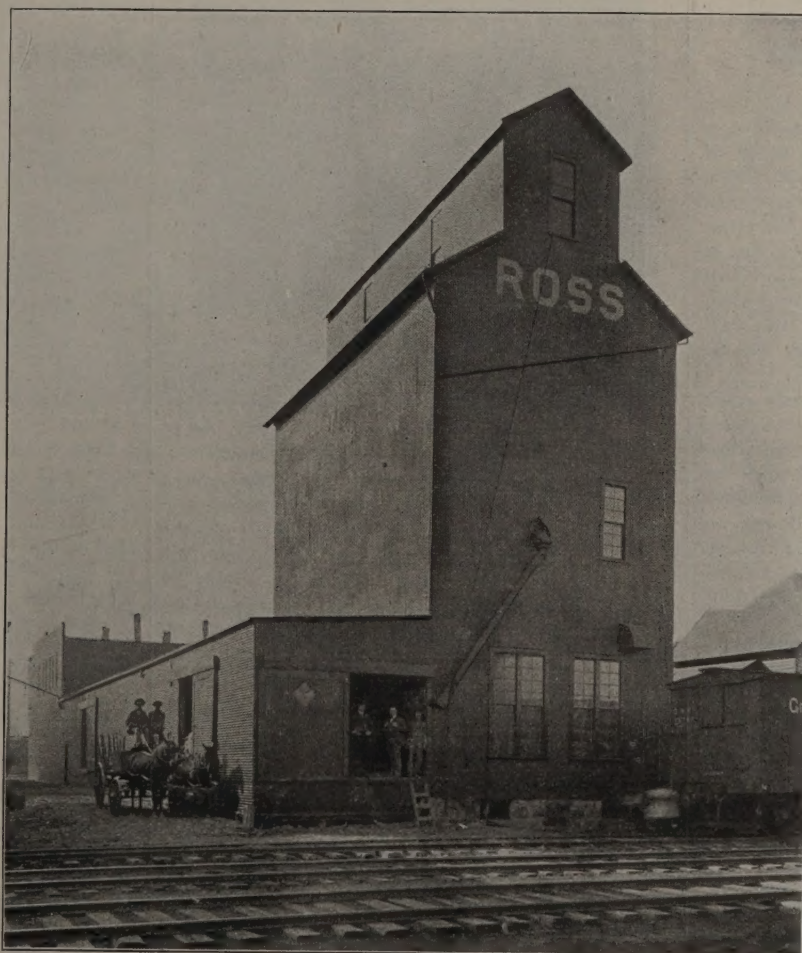
The Company confines itself to the handling of hay, grain, feed and flour, not dabbling in farm produce usually sold on commission. As a rule, the Company buys all its hay and grain in Wisconsin, Minnesota, the Dakotas and Iowa, but this year it had to go so "far afield" as Nebraska.

THE BUFFALO GRAIN BLOCKADE.

Buffalo's receipts of grain for November by lakes were 19,534,776 bushels, an increase over the same month of last year of 2,470,007 bushels. This monthly record was beaten in 1898, 1897, 1896, 1893 and 1891. For the season ended November 30 the total grain receipts were 141,998,917 bushels, an increase compared with last year of 6,949,938 bushels. This total is, however, about 51,000,000 bushels less than the receipts of 1898, about 40,000,000 bushels less than those of 1897, and about 13,000,000 bushels less than those of 1896, with which exceptions this year's receipts are the largest on record.

At November 27, with the close of navigation still two weeks off, the elevators were full of grain

and a blockade began to be apparent, with about 2,000,000 bushels afloat in the harbor. As the Erie Canal, by a recent break in the banks, was then practically closed, and the railroads were taking away grain very slowly, the congestion rapidly assumed serious proportions. By November 30 there were over fifty large vessels and several small ones waiting to unload, eleven carrying grain. It



J. L. ROSS COMPANY'S ELEVATOR AND FEED MILL AT WEST SUPERIOR, WIS.

through whose hands passes all grain received and grain or grain products shipped. There is an alleyway the full length of the buildings. On this there are doors opening from the warehouse floor on a level with the floor of a car or wagon box, so that the heavy lifting incident to the business is largely done away with.

The J. L. Ross Company has been engaged in the

was apparent then that the blockade had become the biggest in the history of the port. It meant ten to fifteen days' delay for every boat in the harbor, which to many was equivalent to the loss of the last trip of the season, to say nothing of being forced to tie up at Buffalo and lose the winter's storage earnings.

ELEVATORS AT NEW ORLEANS

A New York telegram of November 22 says the directors of the Illinois Central R. R. Co. on that day decided to build another grain elevator at New Orleans, alongside the existing elevator at the Stuyvesant Docks. No details of the plan have been made public, but it is likely the new house will be a storage annex, to be operated in connection with the elevator named.

It has been officially announced that the Texas & Pacific R. R. Co. will build another elevator at the Westwego terminal, to be operated in conjunction with the elevator now in operation there, which has storage capacity of only 340,000 bushels. The new house will have storage capacity of 1,000,000 bushels. The company will also add 3,000 feet to the length of its wharf.

Elevators A and B, at the Southport terminal of the Illinois Central R. R., have been rendered unsafe by the caving banks of the river at that point. The lessees, Charles F. Orthwein's Sons, of St. Louis, have canceled their leases on the houses, and have abandoned the use of the elevators, doing their exporting through the elevators at Stuyvesant Docks and Port Chalmette. The Southport terminals cost \$700,000, but they may have to be abandoned entirely, unless something is done immediately to stop the washing of the bank. There have been three serious caves, and railroad property worth \$300,000 has slipped into the river within a year.

LLOYD J. SMITH AGAIN.

The interminable Lloyd J. Smith case has come to another jog in the road, and on December 4, at 2 o'clock a. m., the Chicago Board of Trade directory voted to expel him from that body. The charges against him were the same as those upon which the indictments had been found in the criminal court, and of which, upon trial in that court, he had been found not guilty, to wit: failure to cancel warehouse receipts of the Chicago Elevator Company, representing grain shipped out of the Indiana Elevator, the nominal charge being "unbusiness-like and uncommercial conduct."

Smith's theory of defense was the same as in the courts, and also the further plea that the Board of Trade has no jurisdiction over the operations of the Indiana Elevator, upon which the grain receipts were based, the elevator being "irregular," and the contention was made that the Board, under its own rule providing for the official recognition of a public elevator, cannot discipline a member of the Board or a manager of an "irregular" elevator.

As to the non-cancellation of the warehouse receipts as the grain was shipped out, the defense was made that it had been a common practice in the trade for years. Two grain inspectors said the elevators were in the habit of letting grain certificates go uncanceled after the shipment of the grain on which they were issued, and that the custom had been indulged by the State Warehouse Commission. H. V. Hall, a former manager of the same elevator, testified that the New York stockholders were constantly clamoring for dividends, and that any action that produced dividends was eminently satisfactory to them, few questions being asked as to how the manager secured the big profits. Hall said he had paid 38 per cent on the capital stock while he was operating the elevators. He claimed that he was encouraged by the Gothamites to let certificates accumulate after the grain had been shipped. Other witnesses for Smith along the line of his defense said his conduct was known by his principals and that it did not differ from that of other elevator managers.

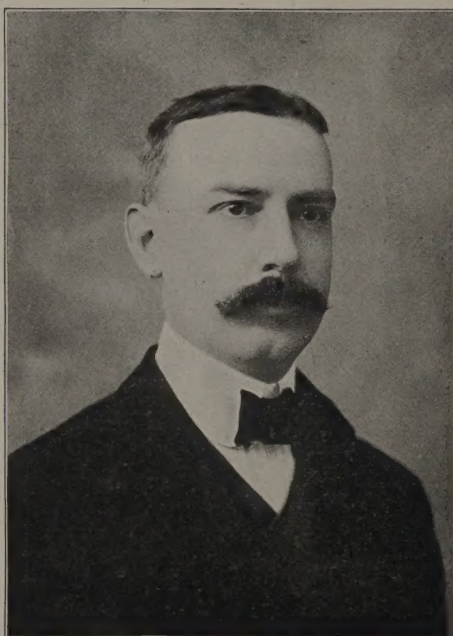
In the court, Judge Gibbons, on November 28,

refused a motion to quash the five indictments still pending against Mr. Smith. The court, however, did not pass upon the merit of the defendant's claim, but acted merely from judicial courtesy to Judge Holdom.

H. M. PAYNTER.

A connection of eighteen years' duration with the Chicago Board of Trade is not in itself, perhaps, a circumstance of sufficient note to excite comment. But if, from the age of 32 years, this same eighteen years be subtracted, it will be seen that a very small part of the man's life has been spent outside the Board. So a connection of this character certainly is an unusual occurrence even in that home of corn and wheat pit phenomena.

H. M. Paynter, the subject of our sketch, who fills the conditions noted, was born in Hopkinsville, Ky., in 1868. His father was the Rev. Henry Martyn Paynter, who, besides being a Presbyterian minister, was an author of note and a direct descendant of the Rev. James Caldwell of revolutionary fame. His grandfather, on his mother's side, was the noted jurist, Judge Moncure, of the



H. M. PAYNTER.

Supreme Court of the state of Virginia. The early training which Mr. Paynter received tended to develop and fortify the qualities of integrity, determination and energy which he had inherited.

Mr. Paynter's parents moved to Chicago, when he was still very young, and his first experience in the grain business was in 1882, in the office of Geo. G. Parker & Co., at that time one of the heaviest receiving houses in the trade. Two years later he accepted a position with Milmine, Bodman & Co. and has been with that firm now for over 16 years, having been one of their salesmen for cash grain since 1889 and in charge of the receiving department since 1895. This position he still holds.

Mr. Paynter has made a number of "coups" during his connection with the trade, one of which seems particularly worthy of notice. During the Hutchinson wheat deal in 1888, through his efforts, his firm sold several cars of consigned wheat at \$2.00 per bushel. This was the only wheat sold at that price at that time and the highest figure that has been touched in the Chicago market for over 25 years. During the Leiter deal Mr. Paynter handled large amounts of cash wheat, and his efforts proved uniformly satisfactory to his firm's customers.

The reputation of Milmine, Bodman & Co. for integrity, promptness and straightforward dealing has been fully maintained by Mr. Paynter. His friends throughout the West and Northwest have passed the counting point, and he holds them not alone by reason of his genial nature but by the exercise of a judgment which, in times where "men's souls are tried," has never proved disappointing.

PROFIT IN HANDLING GRAIN.

[A paper by A. J. Hunt of Arkansas City, Kan., read at the Wichita meeting of the Kansas Grain Dealers' Association.]

Is there a greater profit in handling two bushels of grain at a 2-cent margin than four bushels of grain at a 1-cent margin?

There is so little chance for an argument on this subject that I will not at this time say anything that will tend to make my hearers think that any of them may disagree with me when I say there is greater profit in handling two bushels of grain at a 2-cent margin than four bushels at a 1-cent margin. And yet how many of us are there who live up to our convictions, and who, if we see a load of wheat going away from us when we have a bid upon it—which leaves us a 2-cent margin—will not raise it another cent in order to secure the wheat and take the chances of the market advancing (when you know it always goes down), well knowing that we cannot make a living profit on a 1-cent margin; as well as aggravating our competitor into doing the same thing upon the next load which comes along, and thus establishing the market for the balance of the day on a 1-cent margin, if it will stay at that.

The only thing I can say to you upon the subject is in the way of a few suggestions as to how best to avoid buying grain on a 1-cent margin, and at the same time to try to make a living at the grain business. If your competitor is a grouchy, surly, ill-natured, unreasonable "cuss" (as all of your competitors are), don't rub him the wrong way; and when he gets on one side of a load of wheat, upon which you had already located on the other side, and you say to the seller "Stythree," and he says "Styfour," don't glare at him as if you were about to take a punch at his face with the beam of your grain tester; and don't look at him in that surprised, incredulous manner meant to convey to him the impression that you thought that he had suddenly gone insane. Don't do it; but step quietly down and off the wagon, and go into your den with a full consciousness that as soon as he "comes to" and realizes that he has bought his grain at a loss, he will feel worse than any look or action of yours could make him feel.

And then the new beginner: he is almost always ambitious, particularly if he is a young man. Don't try to crowd him out, you were once a beginner yourself; and besides that, he will have his share of the grain anyway, and about the time he has had what he considers his share a few times, he will either be "busted" or he will be just the kind of a man you want for a competitor; for he will be ready and willing to accept some of your advice and you will both be able to make some money.

That is the only principle upon which we can work, and make a fair percentage of profit.

Competition is not ruin; it is a necessity in this day and age; and if we follow out the principles of our Kansas Grain Dealers' Association, we are as well off with as without it; for our Association brings us together, and being together and talking over our differences in a calm and considerate way is bound to emulate the great principle of brotherly love, thus fitting us to be business men.

NEW TERMINAL ELEVATOR AT BOSTON.

The New York Central R. R. as lessee of the Boston & Albany R. R., has made heavy purchases of lands in East Boston, where an important export terminal will be created in the near future. President Bliss of the Boston & Albany is quoted as having said that "the improvements will include the building of the largest grain elevator on the Atlantic coast." The present Boston & Albany grain elevator will be retained, and the combined grain storage capacity of the terminal, when the new elevator is completed, will be about 3,000,000 bushels, large enough, in the estimation of the officials, to meet the requirements for a number of years.

The Minnesota grain inspection office paid \$27,500 into the state treasury as November receipts.

THE HUSTEAD MILLING AND ELEVATOR CO.'S PLANT AT BUFFALO, N. Y.

Just a year ago the Hustead Milling & Elevator Co. of Buffalo, N. Y., lost by fire their elevator and milling plant, which had taken five years to develop to a point of efficiency by which the growing business of the company could be taken care of. On the site of the former plant there has arisen, during the past summer, another building, in which it has been sought to eliminate the fatal weakness of the former plant, and make it practically fireproof. During the selection of the plans for the new structure, the situation was thoroughly canvassed, and several prominent elevator builders submitted plans and estimates designed to meet the requirements, which resulted in the selection of the proposal and

The train shed will hold but two cars on each of the three tracks passing through it. In order to unload four cars simultaneously, the grain from the center track is carried under the first track, to the elevator legs, by means of a belt conveyor under each track hopper. The cars on the first track discharge directly to the legs.

It will thus be seen that the bulk of the bin storage rests directly on the foundation, and the expensive first-story framework formerly used to give track room under the storage bins is avoided.

The arrangement of the cupola is unique, in that there are no floors provided above the bin floor. As the whole cupola and all that is in it is built of steel, the frame from the bins to roof is left open. There are four scales and garnerers, each of 1,400 bushels' capacity, with the valve levers and scale beams located on the bin floor. This enables the

iron ladders and runways are built to all points requiring attendance above the bin floor.

The insurance on the entire plant, including wooden warehouses, outbuildings, mill and elevator, has been taken at 75 cents, which, when the high speed machinery driers and combustible nature of the adjacent warehouse buildings are considered, is equal to a rate of 50 cents on the elevator only, and shows that the risk is considered favorable without sprinklers or other rate-reducing appliances.

ELEVATOR AND GRAIN WAREHOUSE INSURANCE RATING SCHEDULE.

The following rates are promulgated by the fire insurance companies and are in force for scheduling rates on elevators in Illinois, outside the large cities (Cook County being excluded). These rates do not apply to terminal elevators. In addition to the classes named these rates are applicable to what is known as the floating or schedule grain insurance:

STEAM POWER ELEVATORS.

	Annual	Eight months or less	Floating grain
1. Frame, iron-clad and iron roof, brick boiler house and brick smokestack. (Where elevator building is ironclad and metal roof, with brick boiler house adjoining elevator, with entire fire wall, no openings, deduct 25 cents. When elevator building is iron-clad and metal roof, with brick boiler house adjoining elevator with opening or openings, protected by standard fire doors, deduct 15 cents.)	\$2.50	\$2.25	\$2.25
2. Steam power, frame elevator, shingle roof, brick or stone boiler house, with metal roof, iron stack. (If brick stack, deduct 10 cents.)	2.75	2.50	2.50
3. Steam power, frame elevators, shingle roof, boiler in elevator or in frame building attached, iron stack. (Deduct for brick-lined, 8 inch, boiler house 25 cents.) If brick stack deduct 10 cents	3.25	2.75	2.75
4. Frame elevators where the power is in brick or stone boiler house, with metal roof, distant at least 20 feet or more from elevator.	2.25	2.00	2.00
5. Add for feed mill, for each burr or roll 25 cents; add for corn sheller 25 cents.			

HORSE POWER ELEVATORS.

1. Basis rate	\$1.50
2. If horses are stabled in the elevator building or in addition thereto, add	.50
3. Add for corn sheller, except hand power	.25
4. Add for feed mill (each burr or roll)	.25
5. Add for exposures	.10
6. If elevator is iron-clad, deduct	.10
Rate on grain for eight months, or less, should be short rates of 25 cents less than the building rate.	

GASOLINE POWER ELEVATORS.

1. Basis rate	\$1.50
2. Add for gasoline engine, air pressure, in frame building within 20 feet of elevator, or additions, or in brick building communicating with elevator	.25
3. Add for gasoline engine, air pressure, located in elevator building	.50
4. Add for gasoline engine, gravity pressure in frame building within 20 feet of elevator, or additions, or in brick building communicating with elevator	.50
5. Add for gasoline engine, gravity pressure, located in elevator building	1.00
6. Add for reservoir within 20 feet of elevator or additions	.50
If reservoir is located underground, and not less than 20 feet from elevator, or additions, or engine house, or if reservoir is located above ground, and more than 30 feet from elevator or additions, and without gravity pressure, then no charge.	
7. Add for corn sheller	.25
8. Add for cleaning machinery, not less than	.25
9. Add for grinding (for each burr or roll)	.25
10. If elevator is iron-clad deduct	.10
11. Add for storage capacity, over 50,000 bushels, not less than	.25
Rate on grain for eight months, or less, should be short rate of 25 cents less than the building rate.	
Keeping gasoline on premises, see Union Rule.	

GRAIN WAREHOUSES (WITHOUT POWER).

Annual rate on building or contents	\$1.25
Add for exposures	

Rate on grain for eight months, or less, should be short rates of 25 cents less than the building rate.

All cancellations of insurance on grain elevators or flat grain warehouses and contents should be at short rates of full schedule rates, except when annual grain policies are canceled for periods of eight months, or less, the cancellation may be computed on basis of short rate of the figures named for eight months or less.



ELEVATOR AND MILL OF THE HUSTEAD MILLING AND ELEVATOR CO., AT BUFFALO, N. Y.

plans of the Macdonald Engineering Co. of Chicago by whom the present structure has just been completed.

In a general way the new plant consists of a cribbed elevator, bin work carried on a high, open foundation of concrete and surmounted by a cupola of steel, with a concrete floor over the entire bin story. On one side of the building a steel car shed gives protection to the three tracks which serve the house, while on the opposite side a steel fireproof mill building, or cleaning and grinding annex, is erected, in which the grain receives the treatment required.

The special feature of the design consists in the use of the well-lighted, spacious foundation story, or basement, which is carried about six feet above the ground and three feet below, and finished with a concrete floor. While this arrangement necessitates the use of conveyors in the basement, for some of the bins, three-quarters of all bins are spouted direct to the legs. The bins adjacent to the mill annex are hopped over, with spouts leading to the different machines. The lower half of these bins receives the grain re-elevated from the machines by means of small elevator legs in the mill annex.

There are four elevator legs, of 10,000 bushels' capacity each, in the main building, arranged in two pairs, spaced to 42-foot centers.

weighman to have full control of spouting and the disposal of the grain from the scales.

The bin floor is built of concrete, three feet high in the center, and provided with cast spout and manhole openings to bins, which are carried one and one-half feet above the floor line. If water should be used in the cupola it would drain from the floor, with little chance for its reaching the inside of the bins. The walls of the bins, being of wood, contain the only combustible material in the entire building; and, as the plank is packed in a solid mass, and surrounded with nothing that would support combustion, it would burn slowly, if at all.

The mill annex contains fifteen elevator legs, five Foos Mills, 36 inches in diameter; nine roller mills, nine reels, one clipper, three cleaning machines, two Paine-Ellis Driers, of 1,000 bushels' capacity, dust collectors, and a combination of steel spouting and conveyors, which is certainly not easy to "get onto." It requires 450 horsepower in this department to turn the many wheels from 400 to 1,200 revolutions per minute, and grind the capacity of thirty carloads per day.

All floors of the mill annex are of concrete; the walls, including the entire face of the bin story next the mill annex, are covered with hollow tile, the other three sides of the bins being covered with corrugated iron. An iron spiral stairway leads from the mill annex to the cupola of the elevator, and

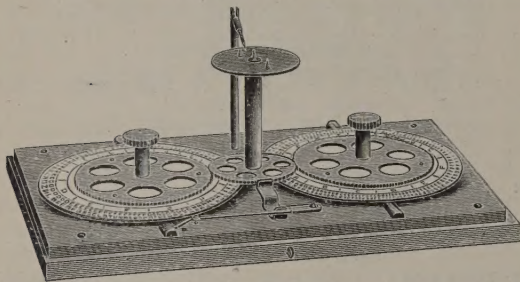
ANCIENT CORN FIND.

The graves of Arkansas have again contributed of their store of prehistoric corn; for we are informed by the telegraph that while excavating for a new building at Walnut Ridge, Ark., workmen unearthed about twenty feet under the ground, in a drift of sand and gravel, a sealed stone cask. The cask when opened revealed a species of maize, resembling in some respects the corn of the present day, but a different grain in every particular from any grain at the present time, and being reddish brown in color and somewhat larger in size. The cask contained over a peck of the grain. Near where the cask was found many evidences of a prehistoric race have been unearthed. Several years ago stone jars and vases were revealed and bones of what was once a human being, apparently gigantic in size, were discovered. Local scientists who have examined the grain declare there is nothing produced like it in the world at the present time.

This is all very interesting; and what is more, we have no doubt that when this corn is planted next season we shall have a faithful statement of how the stuff grew and prospered greatly, which of course won't be at all true, any more than is this correspondent's revival of the ancient Hebrew legend, that "there were giants in those days."

THE CLEVELAND REGISTER.

The accompanying cuts show a new register. An old idea with additions. A register which perforates a card is not new; but a register which furnishes the employer proof that his watchman was wide awake when he registered is new. This one does it. It can be used as a watchman's register,



THE CLEVELAND REGISTER CHECK-GEAR.

ter, as an employe's register, or as a register for keeping time on jobwork.

Because it has no wires, batteries, dials, ribbons or pneumatic tubes, and is very simple in construction, it can be used in situations where other registers are impracticable. The watchman has full charge of it. And it's safe in his keeping. It cannot be tampered with. No watchman, however clever, can make a false report. A small ticket is inserted in a slide. This is pressed against the front of the register, perforated by a needle carried by the hour post of the clock movement and released instantly by a strong spring. So much is old. If it were not for the ease with which these perforations could be counterfeited it would be good enough. Now, the new feature is this: Every time a watchman goes to a register he finds exposed at a small sight hole a new combination of letters which he records on his ticket after having perforated the same. The wheel which carries the perforating needle carries also two gear wheels, to which are attached paper discs and on the outer circumference of these discs are arranged a series of letters. Distances between perforations on the watchman's card call for exactly the same distances, relatively, on the outer circumferences of these paper discs, and these distances are indicated by combinations of letters which vary with each revolution. Thus it is that every time a watchman goes to a register—and no two are alike—he finds there a combination of letters which he never saw before and practically will never see again. When a firm employ a watchman they want to know two things for their money, namely: They want to know (1) that the watchman visits

each station, and (2) that he was awake when he "pushed the button." With the new register these two points are evidenced beyond dispute.

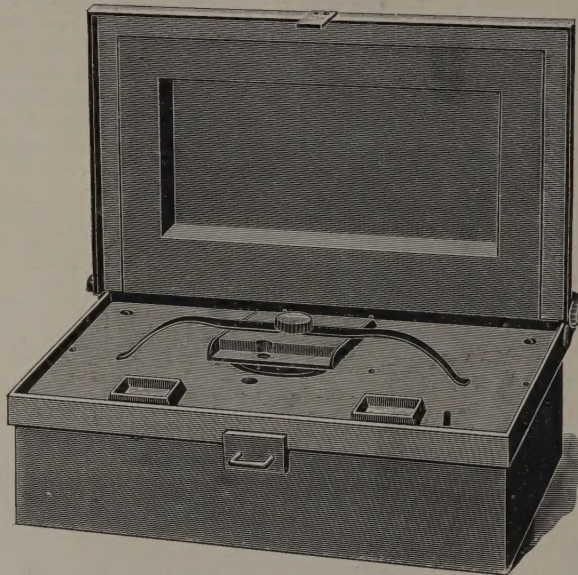
In its capacity as register for employes this register is used in connection with a time dial which is an extremely simple device for reducing the perforations to hours and minutes. Each employe is furnished with a ticket for the day. As he goes to work he takes this ticket from a rack and perforates it at the register, at the same time observing the letters. These he notes on his ticket

prospect of a question as to time between the firm and its customer.

The makers of this register, the Cleveland Register Co., Oberlin, O., will be glad to answer correspondents seeking further information.

NEW GRAIN LINE OPENED.

Quebec had an important function on November 17 at the new elevator in that city of the Great Northern Ry. Co. In the presence of a distin-



THE CLEVELAND REGISTER.

and deposits it in the second card rack. At the bottom of his ticket are printed the words: Full Time and Broken Time. Thus:

FULL TIME.	BROKEN TIME.

If he has put in full time, he simply puts a checkmark in the space below "Full Time;" if less than full time, he notes hours and minutes in space below "Broken Time."

Now, if a number of men in passing the register note on their tickets, in their own figures, the same letters, or letters which follow, no better proof is needed that each man was there to register for himself. By means of the time dial each man's time is instantly obtained from his ticket and this without any subtractions. Thus there is a balance between the employe's report of his time and the time obtained from the time dial. It is im-



THE CLEVELAND REGISTER TIME-DIAL.

possible for an employe to fraudulently perforate his ticket to agree with a fictitious statement of his time, even if he knew what letters to record.

As a register for jobwork it is equally efficient. The employer gives to the workman a ticket with each job of work. The workman simply perforates the ticket when he begins on the job and again when it is finished. He may knock off and begin again as many times as he pleases. If it is necessary, the workman may be required to report time in figures, which would afford a balance. This may be desired sometimes, especially if there is

guished company of gentlemen, citizens of both Canada and the United States, the first grain ever shipped from Quebec to a foreign land was loaded through the elevator into the hold of the Leyland Line SS. Albanian.

The elevator was erected by United States and Canadian capital, and has 1,000,000 bushels' capacity. The grain shipped came from the West, via lakes to Parry Sound, where there is a transfer elevator of 1,250,000 bushels' capacity, through which it was loaded into cars of the Canada Atlantic Ry. Over this line the grain went east, via Ottawa and Hawkesbury, over the Great Northern of Canada to Quebec. This route is 800 miles shorter, Duluth to Liverpool, than via Buffalo and New York. The harbor at the Quebec elevator has forty feet of water, and for future seasons the Leyland line will furnish ships of 10,000 to 12,000 tons each. The Albanian took out 230,000 bushels as the experimental cargo.

After the elevator and the loading of the steamer had been inspected the company adjourned to the rooms of the Board of Trade, where luncheon was served and speeches made appropriate to the occasion. After the congratulatory addresses, the project of keeping the port open through the winter was discussed. While it might not be impossible to do this, it was generally regarded as an expensive and difficult matter, and probably not wholly practicable.

NEW LEHIGH ELEVATOR.

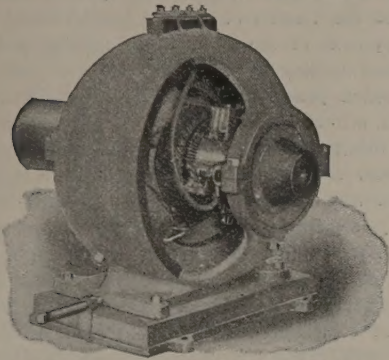
The Lehigh Valley Railroad Company will build another elevator at Caven Point, Jersey City, N. J., the company's present elevator having become inadequate to handle the business of the terminal. Messrs. Holmes & Cogan of Greenville have the contract for the construction of the new elevator, on which they expect to begin work in the early spring. It will be equipped with latest devices for handling grain, and when completed it will be one of the most perfectly equipped elevators in that section of the country. No expense will be spared in fitting up the elevator with the latest improved machinery.

Indianapolis has all her elevators full of grain. As there is need for more storage capacity, it has been suggested that the roads entering the city build one big house to relieve the congestion which occurs each fall.

A DYNAMO FOR ELEVATOR LIGHTING.

Very great progress has been made of late years in perfecting the small dynamo with the endeavor to make it suitable for elevator and mill lighting. The experiments have been successful, and small dynamos are now built in such a state of perfection that equally good lights can be obtained from them and with as little trouble as derived from the largest electric lighting plants. The small dynamo is built exactly upon the same principle as the large one, and is made just as substantial and durable, and, being so, requires just as little attention.

The accompanying cut shows a dynamo manu-



A TYPICAL ELEVATOR LIGHTING DYNAMO.

factured by Roth Bros. & Co. of Chicago. The machines are built as small as 15-light capacity, 16-candlepower, and the manufacturers guarantee perfect satisfaction on these, as well as on their dynamos of 25, 30, 50, 80 and 110 light capacity.

These machines are as carefully built in all particulars as larger dynamos, having strong, firm magnet frames, armatures of the latest type and approved materials, brush-holders of special design, self-oiling and self-aligning bearings, with phosphor bronze bearing sleeves, and oil-ring lubricating system. All parts, furthermore, are interchangeable, making cost of repairs nominal.

The manufacturers invite correspondence and will be pleased to forward circulars and other information.

THE CORN SQUEEZE.

The cleverest deal carried to a finish on the Chicago Board of Trade in many years was the November corn squeeze executed by George H. Phillips, of the Geo. H. Phillips Commission Company. The story of the deal as given by Mr. Phillips at the close of the deal is about as follows.

"My backer was Daniel Hill, a capitalist of Morris, Ill., and a Chicago man whose name I cannot divulge. In the bull deal in corn—September and October options—by the Pattens, they practically shipped all the contract corn East.

"In liquidating they broke the price down to 35½ for November. I saw a great chance for a squeeze in buying November corn. Mind, this was not a 'corner,' just a 'squeeze.' I took on over 2,000,000 bushels under 37, and it continued to go down until a loss of \$60,000 confronted us. There was some weakening, but I said, 'Stick, it will come out all right.'

"I kept buying, and soon the market began to bull, and I had it in control. The elevator companies were the biggest 'shorts,' and they played hard to break me. They called in the mornings 10 points for margins, believing I could not swing the deal, and in the afternoons would deliver me all the corn they could, for which I had to pay cash, and could not get my margins back until next day.

"I never said a word, but when things came my way I called them right back for 10 points. Then they tried 'doctoring' the corn to make it pass, and were beaten.

"When the price reached 50 cents the brokers of these big men who are bank directors and powers in finance came to me and said their customers could not be compelled to buy what could not be obtained and they would default on their contracts. I knew they were margined up above 50 cents, so to avoid lawsuits, defaults and ill-will of the trade, I told them to come in and settle at 50 cents. So they settled.

"Strangely enough, the greater part of the profits of the deal was the result of scalping operations I conducted on the side while the corner was in progress. On all the strong points I sold and bought it back on the breaks, and in this manner

brought in all this which will make the total gain through the deal between \$250,000 and \$300,000."

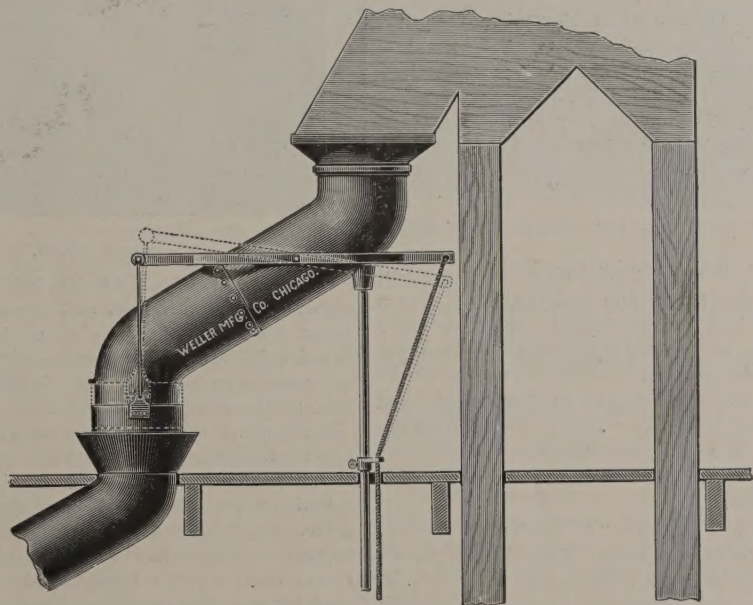
Columns of space have been given by the press to the deal, but the above is the history of it in a nutshell. It was managed with consummate skill. The market was ripe for such a deal, with stocks low and weather conditions most unfavorable to the purchase and delivery from the country of contract corn; but apparently, while he might have at the close made the squeeze a still severer one, he had apparently fixed the limit of his profit in advance. He has therefore made a handsome profit and at the same time no one on the market has been seriously hurt, and the young operator still retains the good-will of his contemporaries on the floor.

George H. Phillips is a man of about 31 years of age, who came to Chicago at 18 years of age from Morris, Ill., where his father is still in the grain business. His first job was track inspector at the Alton yards, after which he went into George A. Seaverns' elevator as weigher and private inspector. He was also for a time manager of the Lone Star Elevator Company at Dallas, Texas. Some seven years ago he returned to Chicago and went into the office of George A. Seaverns & Co., where he remained until about a year ago, when he organized the George H. Phillips Commission Company. He lives modestly, but has been a successful trader, and was thought to be worth \$100,000 before he went into the November deal.

THE WELLER IMPROVED DISTRIBUTING SPOUT.

The accompanying illustration shows the Weller Improved Distributing Spout for elevator heads, manufactured by the Weller Mfg. Co., Chicago. It consists of the spout and a loose sleeve at the end, the use of which renders it unnecessary to raise the spout in moving it from bin to bin. The action of the sleeve is plainly shown by the dotted lines.

The use of the sleeve saves wear and tear on the



THE WELLER IMPROVED DISTRIBUTING SPOUT.

spout and renders it easy to operate. It can be fitted to the majority of spouts now in use at a comparatively small expense. The spout is made of steel. All the parts are well made and so constructed that there is no liability of its getting out of order, even in hard service.

RATS AND CASTOR OIL.

It is said that rats have so great an antipathy to castor oil that when it is smeared lightly about the places they frequent, or on the articles they attack, they will give both a wide berth and make themselves conspicuous by their absence so long as the objectionable oil is in evidence in and about their haunts.

Renew your subscription now.

CARELESSNESS THE CHIEF CAUSE OF FIRES.

In view of the fact of the startlingly large list of fires heralded daily from all parts of the country, especially in grain elevators and warehouses, which furnish their full quota of the fire losses, some of which are published monthly in our "Fire and Casualty" columns, we call attention to the statistics and authentic records of fires and their causes as kept by the authorities of some of the eastern states and by the fire insurance underwriters. In former issues we have called attention to the simple precautions necessary for the prevention of fires and the reducing of the fire hazard to a minimum and also to the necessity of keeping the fire fighting apparatus in serviceable condition and in its proper locations, so that it will be available at the precise moment it is needed with good effect.

Fires are traceable in most instances to carelessness on the part of employees, and the management is to blame in this particular for allowing the employees to drift into this careless and dilatory condition of discipline. Again, coupled with this neglectfulness, is the managerial failure to provide the necessary fire fighting apparatus; whereas a fire in its incipency could easily be quenched, provided the very necessary fire pails—which should always be kept well filled with water—or the chemical extinguishers were at hand.

Carelessness is a chief factor in the origin of fires, as may be seen by a study of the records of fires as kept by the state authorities of Massachusetts and also by the Lumber Mutual Fire Insurance Company of Boston. From 1878 to 1900 the different fires and their causes were tabulated of risks in all classes that burned during that period; and it is found that 50 per cent of the fires would never have happened if due diligence had been observed in the above particulars. Some of the principal causes of fires are enumerated as follows: Defective heating and

lighting apparatus and flues; steam pipes, smoking in places where it should have been prohibited, spontaneous combustion of oily rags and cotton waste, accumulations of dust, dirt and rubbish, and many other very simple causes that a little forethought could have removed.

Care is the most essential factor or measure for the prevention of fires, and prevention, in this instance, is a thousand times better than cure; since a cure generally entails a considerable loss to all concerned.

Iowa dealers complain that corn is moving slowly. I. C. Scofield, of Kern & Scofield, says that while the average price for the past ten years has been under 18 cents, yet at 23 cents, as offered in November, not a quarter as much is sold as at the former price.

THE GRAIN REGISTRAR REPORTS.

Grain Registrar Hogan, at Chicago, has made his annual report to the Railroad and Warehouse Commission. Very naturally interest centers in that part of the report in which he refers to the episode of the Chicago Elevator Company's uncanceled receipts. As to this he says:

The failure of the Chicago Elevator Company to cancel receipts, and the efforts made by your board and myself to cause the punishment of the responsible persons, is so well known that it would seem useless for me to go into a detailed statement of the facts in this report. I desire to especially emphasize the statement made by my predecessors periodically for the last twenty-seven years, that the warehouse law should be amended. The general public seem to be of the opinion that the law is sufficient, but that its enforcement was neglected by this department. This assumption is not true. The registrar had no power to compel the Chicago Elevator Company to cancel the registered receipts in question, neither by law nor any rule of the department, and I desire to concur in the statements of my predecessors when I urge upon the board of railroad and warehouse commissioners to recommend such amendments to the warehouse law as will enable the registrar to require the shippers of grain to register the receipts for cancellation before they are permitted to deliver out grain.

This can be done by adding to the supplementary cancellation law, Revised Statutes, Chap. 114, Sec. 5, that the inspector stationed at the elevator shall not permit the outshipment of any grain until he is instructed by the registration department that a receipt for the amount desired to be shipped has been duly registered for cancellation. This amendment is in the line of the suggestions made by the Mitchell committee, and is absolutely necessary.

The report shows that the total amount of all kinds of grain received in store warehouses of Class A during the year was 72,961,273 bushels, nearly 63,000,000 bushels of this coming from cars and the balance from canal boats and vessels. The shipments from the same class of warehouses during the year were 69,762,531 bushels. Over 23 per cent of the grain coming into Chicago by rail went into public warehouses, being over 4 per cent more than for the previous year.

GRAIN DRIERS IN CHICAGO ELEVATORS.

During the recent deal in November corn, the kiln dried article was exploited to such an extent that for the edification of our readers and others concerned we give below a list of those elevators that are equipped with this very essential feature, the "Grain Drier." It will be seen that but a very small proportion of Chicago's elevators have this apparatus; for only five plants are enumerated, and of these, three only have the drier in active operation.

The Central Elevator "A," located near the foot of South Water Street and Chicago River, has a grain drier, but it has not been in operation for a long time, and all heating apparatus has been disconnected and removed.

The Iowa Elevator, situate at Fourteenth and Lumber streets, is equipped with a Hess Pneumatic Grain Drier, in a fireproof structure, standing on the outside of the main building. This plant is in active operation.

The Mabbitt Elevators "A" and "B," located on Archer Avenue and South Wood Street, have a grain drier in a detached building at the west end of plant. The apparatus was in use but a short time, when for some reason its further use was discontinued. At the present time all pipes are disconnected and the machine is in a somewhat dilapidated condition.

The Minnesota Elevator, situated on Goose Island, at Weed Street and the North Branch of the Chicago River, is the possessor of a Hess Pneumatic Grain Drier, located outside the main plant in a fireproof structure, and is in good working condition.

The Nebraska City Packing Company's Elevator "D," located at Twenty-third Street and the South Branch of Chicago River, has an old-time grain drier, but it has not been in operation for several years; all pipes are disconnected.

The Santa Fe Elevator, situated at South Wood Street and the West Fork of the South Branch of the Chicago River, is equipped with a Hess Pneumatic Grain Drier, in first-class condition. It

is installed in a fireproof, detached building at north end of plant.

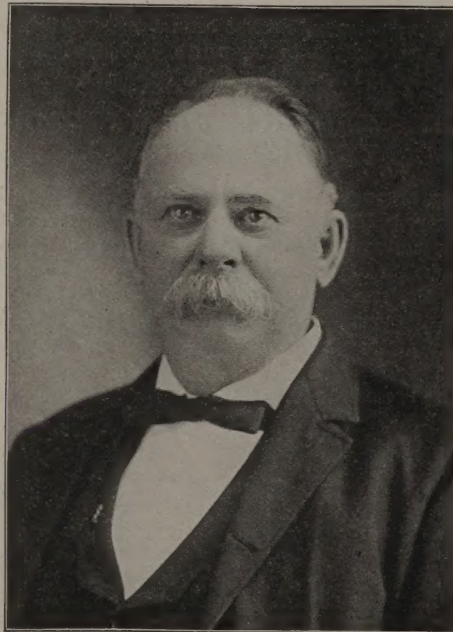
The above list includes all the regularly installed grain drying equipments known to be in Chicago and Cook County elevators in active operation and idle.

PHILIP SMITH.

At the State Capitol, at Columbus, Ohio, there is a group of figures which was first seen at the World's Fair at Chicago, and afterward was removed to Columbus, which represents some of the great statesmen that this illustrious state has furnished to her country. They include Grant, Sherman, Sheridan, Hayes, Garfield, Chase and Stanton. The inscription on the pedestal bears the words, "These are my jewels."

When statues shall be erected to the pioneers who have brought the elevator furnishing and building trade to its present state of perfection, one man from Ohio at least will be given a noteworthy place, and the name perpetuated will be Philip Smith of Sidney.

The automatic grain warehouse and elevator machinery business which Mr. Smith represents was



PHILIP SMITH.

established in 1859. Almost half a century has elapsed since that time, and the mammoth structures which are now built to store the world's breadstuffs are proportionate to the elevators of early times as is Mr. Smith's business of to-day to that of the time of its origin.

A glance at the accompanying portrait will show the characteristics of the man who has fostered one of Sidney's most important industries. A genial nature, combined with firmness, is seen there, while honesty is not lurking beneath the surface to appear at stated intervals only, but confronts the spectator boldly, and no challenge has ever been issued regarding its non-existence.

The business of Mr. Smith embraces the manufacture of automatic grain warehouse and elevator machinery. He makes a specialty of Marquis' Patent Ear Corn Elevator and Sheller Feeder, and his Improved Overhead Dump, which have been adopted by very many houses throughout the States. He is also a founder and machinist, furnishing mill supplies of all kinds, as well as hub, spoke and bending machinery.

Bulletin No. 29, entitled, "The Forest Nursery: Collection of True Seeds and Propagation of Seedlings," by Geo. B. Sudworth, dendrologist of the division of forestry, was available on November 20. This bulletin is of special value to tree planters, both professional and amateurs, as well as to farmers. Application for copies should be made to "The Forester," U. S. Dept. of Agriculture, Washington, D. C.

THE DISTRIBUTION OF CARS AND RATES OF FREIGHT.

[A paper read by E. R. Woodrow of Columbus, at the annual meeting of the Ohio Grain Dealers' Association, June, 1900.]

This is an old and well worn subject, but still interesting to all shippers and railroad men because both are financially affected thereby. We presume the first object of railroad construction is profit for the projectors and stockholders. Once in operation, they become common carriers and must be operated subject to certain restrictions, and in conformity with certain laws imposed by Congress and the states through which they pass. One of the results of railway construction is the development of the country by opening new markets and making available the natural products of the region penetrated. The new outlets thus afforded stimulate agriculture, encourage manufacture, bring producers and consumers in more direct and frequent contact, and tend to establish regular and systematic channels of trade between widely separated sections. Maintaining steadily these new trade relations with the least interruption possible becomes, therefore, a matter of serious importance. Periodical interruptions of commercial relations obstruct trade and cause it to drift into more irregular channels, inflicts loss upon those who have invested their money along railway lines and have otherwise been engaged for years in building up this trade, and are of no ultimate benefit to the railway interests.

The shifting of the car supply from one state to another to meet the temporary exigencies of one section at the expense of another can only result in passing benefit to the railways, while causing permanent loss to the region deprived of its legitimate share of cars and ultimate loss of freight from these localities; for if grain is not handled when ready for market, much of it is lost for subsequent shipment. Diverting empty cars from points in Ohio and other middle states to great trade centers deprives shippers of their legitimate share of cars and is often the result of rate wars and unlawful competition. The fight for tonnage becomes frequently so warm that grain is often handled from Chicago for less money than could have been obtained at regular rates from the points these cars were diverted from; but the desire of the managers to show a temporary increase of tonnage may be thus accomplished at the expense of their regular patrons in the territory thus depleted of cars, whose interests should be protected rather than injured. The mutual interests of shippers and railroads are frequently sacrificed in this expensive and illegitimate manner. We say illegitimate, because Section 3 of the interstate commerce law reads: "That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or to any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

Removing cars from any section of the country badly in need of them to some distant locality is favoring the latter with an "undue or unreasonable preference" or giving an "undue advantage" to some particular traffic, and subjects the locality from which they were removed to "unreasonable prejudice or disadvantage;" and although the favored region may be equally in need of cars, it is a violation of the above law.

Even should the law be ignored, is it not incumbent upon the railways to protect to their utmost the interests of those along their lines and to prohibit the diversion of their cars to distant regions which may offer temporary advantages, except where it can be done without sacrificing the interests in one section in favor of casual freight in some remote locality?

We believe that if our local railway men who are familiar with the necessities of the traffic in

their territory had a voice in this matter this "unreasonable preference" would be abandoned; but so long as high officials control these matters the shippers, and railway interests as well, must suffer until a more stringent and effective law be imposed. Nothing can more conduce to the maintenance of a regular and permanent business for the railways than a constant supply of the means necessary to maintain this business steadily. If apparent temporary advantages and stock schemes were ignored, and the distribution of cars fairly and legally equalized, much good would result to all concerned.

No one expects to avoid legitimate car famines, but many artificial ones could be prevented—stripping one section of cars which have been received in the regular course of business, in favor of some distant section or traffic, should be stopped and a rigid enforcement of the present law would prevent it.

The stability and just equalization of rates is also a necessary adjunct to regular and systematic traffic. Large accumulations of grain at certain points tend greatly to instability of rates. Competition for carrying this grain between the railway and water routes results frequently in illicit discrimination and secret rebates, which, while they continue, destroy the business of the great body of shippers at intermediate points and choke the channels of regular and legitimate trade. The frequent changing of rates does much to demoralize and hinder timely trade. Even a decline in rates is often injurious, because, when followed by an advance, certain sections will continue for weeks to ship at the old rate on the pretense or reality that the cars were in transit prior to the advance, thus enabling them to make prices absolutely prohibitory to all business from intermediate points.

The only remedy for this would appear to be the establishment by law of two rates a year, a winter and summer rate, with fixed periods when each should begin and terminate, thus removing many of the evils now endured from this source. The public in general have an interest in the making of rates which the law recognizes, and has attempted to regulate, but so far with only partial success. The body created by Congress for the purpose of controlling rates and other kindred evils says it has not the necessary power to accomplish the desired result with the present law, and has proposed changes which experience with the present law has suggested. It is doubtless a difficult and complicated subject to properly dispose of, and probably no measure exactly adapted to this subject can at once be originated; but some method and some tribunal can certainly be devised which will greatly ameliorate and ultimately cure this public evil. It is not the intention to injure railway interests in any way, but rather to assist them, and be assisted by them, in the enactment of a measure which shall prove beneficial to all. Their managers recognize the difficulties to be overcome and confess their inability to regulate and control all the conflicting interests involved, and would doubtless generally welcome a fair solution of these difficult problems.

The agitation of this subject should be continued steadily in every legitimate manner by all interested individuals and organizations. Were all boards of trade, grain organizations and commercial bodies of the country acting in concert upon these questions, urging their members of Congress to activity and petitioning Congress for just and wise legislation on the subject, the enactment of an efficient law might soon be hoped for. That it will eventually come, we doubt not; but our object should be to hasten it. A beginning has been made in the present law, some good under it has been accomplished; many defects have been found, as was to be expected. Experience in its application has suggested certain changes and doubtless those which are now proposed will be only a step farther toward the desired result, but constant progress will ultimately evolve an instrument and a tribunal which will cure the malady.

NEW ELEVATOR AT GENOA, NEB.

C. R. Wright of Genoa, Neb., recently entered the ranks of the Nebraska grain dealers and starts out with one of the best equipped country elevators in the West, a regular "Seeley" house of 25,000 bushels' capacity. The plant was designed and constructed by the well known elevator builders, Seeley, Son & Co. of Fremont, Neb.

The elevator building is 30 feet square, including the driveway, with office and power house, 14x26 feet, adjoining. Back of this is a small cobhouse, detached from the elevator building. On one side, along the track, is a warehouse for handling flour and feed, and on the opposite side is a dustroom. There are ten bins in the elevator, besides two dump sinks and two sinks under the workroom. There are also two feed bins in the warehouse, all of which have hopper bottoms. The buildings are entirely covered with metal, corrugated iron siding and standing seam steel roofing.

The equipment consists of a 15-horsepower Newlon Gasoline Engine, No. 1 Victor Corn Sheller, No. 1 Cornwall Corn Cleaner, No. 1 Willford Three-Roller Feed Mill, two stands of elevators, each with an elevating capacity of 1,500 bushels per hour, a 5-ton Howe Dump Scale, 600-bushel shipping scale



C. R. WRIGHT'S ELEVATOR AT GENOA, NEB.

and a direct shipping spout. All spouting from elevator heads to bins is of heavy sheet steel.

All shafting in the elevator is supported by the elevator legs, which are constructed of 2-inch plank and are entirely independent of the building, which prevents the shafting from getting out of line every time the building settles a little. The elevators are so arranged that they can be started or stopped at any time without interfering with the other machinery. This shifting device, as well as that of the turnheads and all gates to the bins, are brought within reach of the man at the wagon dump, and the entire arrangement is such as to bring the labor problem down to a minimum.

Mr. Wright has been doing a rushing business since the completion of the elevator, and we trust it may continue.

THE QUOTATIONS IMBROGLIO.

While the refusal of Minneapolis, Cincinnati and other exchanges to join with Chicago in a contract with the proposed Cleveland Telegraph Company for the collection and distribution of exchange quotations has practically killed that project, peace has not as yet been declared at Chicago between the Board and the W. U. and Postal companies. The hitch is over the ticker service, which is, at Chicago, in the hands of the Cleveland Telegraph Company, and thus under the control of the Board. In New York this service is in the hands of the New York Quotations Company, controlled by the New York Stock Exchange, and the Chicago Board wants similar protection from the old abuse of the

ticker service by local bucket-shoppers. The telegraph companies have refused to give the protection, although the officials of the Chicago Board offered to make concessions which would amply compensate them for any loss of revenue in the local ticker field.

THE BROOKLYN REVIVAL STOPS.

The rush of grain to Brooklyn during October, which promised a general revival of business at the elevators of the Brooklyn Wharf and Warehouse Company, after November 1, ceased about as quickly as it began, on the organization of the Buffalo-New York rail pool. At the old rate of freight the grain started for New York, but after the hunch of a cent per hundred, effective November 1, the grain began to go elsewhere, through the operation of the differential to the outports. The episode has at least revived interest in the old problem of the continuance of New York's commercial supremacy, of which former Mayor Schieren of Brooklyn, in a recent interview, said: "While New York is great in finances and promises to become the greatest financial center of the world, it is not denied that it is losing its commercial pre-eminence to a large extent, and the port of New

York is suffering from three important matters: First, proper dock facilities; second, canal facilities; third, differential rates against this port."

WEIGHING GRAIN AT ST. LOUIS.

The St. Louis House of Delegates on November 23 passed a bill providing that the weighing of all grain and farm products shipped into St. Louis, except that received at public elevators, shall be under the supervision of the Merchants' Exchange. The Exchange agrees to erect scales for the purpose, but for the present existing scales will be used.

Persons in charge of the weighing are to be bonded to the city, the supervisor in the sum of \$1,000 and his assistants at \$500 each. Rates for weighing are to be as follows: Ten cents per wagon load, 15 cents per car load when the car is run upon the Exchange track, and 30 cents per car load in other cases. The city is subject to no expense under the bill, and the Exchange agrees to pay into the treasury \$50 for each one of its scales per annum.

In case of dispute over weighing rates between the supervisor and carriers, the differences are to be settled by arbitration.

It is a notable fact that comparatively little Manitoba grain of this crop year has gone east via Buffalo. Contrary to the former rule, the grain has gone via Fort William to Canada points to be held by millers or to Montreal for export.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WAS FULLY INSURED.

Editor American Elevator and Grain Trade:—In your issue of November 15 you referred to our loss by fire as \$120,000; insurance, \$72,500. We wish to say that your information was wrong, as our loss was fixed at \$76,000, fully covered by insurance.

Yours truly, A. WALLER & CO.
Henderson, Ky.

NO CORN TO SHIP.

Editor American Elevator and Grain Trade:—In our locality there is no corn to be shipped out. The crop was poor and what there is, is of poor quality. There is not much feeding in this locality, but corn has to be shipped in to supply the demand.

Yours truly, JAGGAR & MARSH.
Blue Hill, Neb.

CORN SAME AS LAST YEAR.

Editor American Elevator and Grain Trade:—There will be quite a good deal of corn sold here this year, practically about the same amount there was a year ago. Corn is not moving very rapidly, but hope to take in considerable in the next few days.

Yours respectfully, O. GANDY & CO.
South Whitley, Ind.

LIGHT CORN CROP.

Editor American Elevator and Grain Trade:—Our corn crop is light this year. There will be none to ship on the regular market, but some will be shipped to local points for feed. There is not much feeding done here. We will have to ship in some corn to supply the local trade.

Yours, GILMORE & ELLIOTT.
Superior, Neb.

ONLY A LOCAL BUSINESS IN CORN.

Editor American Elevator and Grain Trade:—The corn crop here is very light. I think there will be none for shipment. The farmers who have raised very little will need about all the surplus their neighboring farmers can spare, so there will be nothing more than a little local business.

Yours truly, CHAS. GORVIN.
Burrton, Kan.

FEEDERS BUY ALL CORN RAISED.

Editor American Elevator and Grain Trade:—With reference to corn in this territory, it will yield more to the acre than last season, but in gathering it they find some damage.

We never ship corn out of this country, as the feeders buy it all. They are paying 25 to 30 cents here now.

Yours very truly, C. C. HOTCHKISS.
Bloomfield, Iowa.

CORN WILL BE MARKETING.

Editor American Elevator and Grain Trade:—Our corn is of fair quality, but the yield is small—20 to 30 bushels per acre. There is not as much feeding as there was last year, as hogs all died of cholera this fall, so the corn will nearly all come to market. I think the corn will be in good shape for shipping. The farmers are taking better care of their corn every year, so there will be no question as to the corn grading all right.

Yours truly, W. F. HAMMOND.
Elgin, Neb.

GREAT SCARCITY OF CARS.

Editor American Elevator and Grain Trade:—We have raised a good crop of corn here this year, and it is of good quality. Farmers have sold freely, owing to the good price and it is now being delivered to the buyers in great volume. The dealers so far have a fair margin of profit. The only thing which mars the situation is the great scarcity of cars.

There is very little corn being fed to cattle and no large amount to hogs. The most satisfactory

and profitable way of disposing of it seems to be to haul it to market.

Yours truly, H. C. HALL.
Paxton, Ill.

CORN GRADES NO. 3.

Editor American Elevator and Grain Trade:—We have a large crop of corn here, but the quality is only fair, there being an unusual amount of rotten grains. It grades No. 3, however, and so long as it does that it answers every purpose.

There is comparatively little feeding being done here, both feeders and corn being too high.

Yours truly, J. M. ELWELL.
Springfield, Neb.

CORN IS DRIER THAN LAST YEAR.

Editor American Elevator and Grain Trade:—The condition of corn in this market is better than it was last year, although the crop is not quite as large. As the corn is drier than it was last year, it is in better marketable shape and there is not quite as much shrinkage. There is more feeding done in this section than there was last year.

Yours, A. GROWEG.
Defiance, Ohio.

CORN CONSUMED AT HOME.

Editor American Elevator and Grain Trade:—Corn is a very good crop in this section, but there is none to ship to market. There are not many cattle fed here, but the cows, hogs and horses consume the entire crop.

There is considerable corn to husk yet, and help is very scarce during these prosperous times.

Yours truly, N. W. HOAG.
Delavan, Wis.

HAD TO PILE CORN ON GROUND.

Editor American Elevator and Grain Trade:—The corn here is good. There is a little rotten in it, but it will grade No. 3. We are getting a fair margin on corn this fall; the only drawback is the car famine. We have had to dump some corn on the ground, but now think the I. C. R. R. is going to try and furnish cars.

There is not so much feeding as last year. Have had a big run on corn and a good deal to come yet.

Respectfully, J. M. ERNST.
Humboldt, Ill.

THROW OUT THE ROTTEN CORN.

Editor American Elevator and Grain Trade:—The yield of corn in this vicinity is fair, being about 20 per cent below the average. It is fairly dry, but contains much more than the usual amount of rotten and damaged corn. Unless the elevator man uses a great deal of caution in buying this corn he will miss grade on a considerable of it. I have been cautioning the farmers to throw out all the damaged ears before it goes into the crib.

Yours truly, R. J. EDMONDS.
Hawthorne, Iowa.

AN AVERAGE YEAR FOR CORN.

Editor American Elevator and Grain Trade:—We think this an average year for handling corn. Feeders are always in the way more or less, but we think they will not use all the corn in our locality, and prices at present leave a little margin for handling.

The corn is of fair quality, but the weather caught some corn in the fields and this may be injured some on account of the long spell of damp, cold weather.

Yours truly, ECKERT & WILLIAMS.
Northwood, Iowa.

WANTS ELEVATOR PLANS.

Editor American Elevator and Grain Trade:—This afternoon (November 21) we lost one of our best elevators by fire; cause unknown. It was located at Willey, Christian County, Ill. The loss is in the neighborhood of \$10,000, probably two-thirds covered by insurance.

We hope to rebuild at an early date if weather will permit. If you happen to know of a plan of elevator and dump-crib that is modern, and which has economy in its operation, will you kindly give us the name of owner, as we hope to be able to find

the latest? We would like to have a plant suitable to our needs that would cost within \$3,500, including power, machinery and building.

Yours truly, PRATT-BAXTER GRAIN CO.,
Taylorville, Ill. T. P. Baxter, Pres.

CORN REQUIRES CLOSE INSPECTION.

Editor American Elevator and Grain Trade:—Corn in this section was badly damaged by windstorms just as it was ripening, and buyers will have to inspect it very closely if they expect to have it grade. Many of the stalks were blown over, so that the ears on them touched the ground, and wet weather following caused them to rot. Many farmers gather good and bad and expect the buyer to take this mixture at the top price, and when he refuses to do so they raise a storm.

Yours truly, ROBERT IVENS.
Persia, Iowa.

FARMERS FORCED TO SELL.

Editor American Elevator and Grain Trade:—Owing to the extreme wet and hot weather in the fall, our corn has more than an average of moldy and sprouted ears. The yield per acre is 25 per cent less than last year, the same wagon beds weighing out 2 to 4 bushels less than last year.

If our corn would grade it would be profitable to handle. Farmers are selling freely. Two wheat failures and the hog cholera would force even grain men to sell freely.

Grain dealers are too free to spring the price on each other, as well as to lower the pounds to the bushel.

Yours truly, W. E. HURD.
Logansport, Ind.

HAS TO RECLEAN CORN.

Editor American Elevator and Grain Trade:—About 3 per cent of the corn in this market is rotten, but it can easily be blown out by recleaning. By recleaning I am having no trouble to make corn grade No. 3.

Farmers sold liberally at 30 cents, but there is very little selling now. Have shipped everything south and east. The crop was 10 bushels per acre below last year in Champaign County, and fully 15 bushels below in Douglas County, adjoining us on the south.

Farmers are bullish and in good condition to hold. The early movement was heavy, but weak holders are all sold.

Yours truly, H. EVERSOLE,
Broadlands, Ill.

CORN PROMISES FAIR REMUNERATION.

Editor American Elevator and Grain Trade:—Our corn crop is not nearly so good as earlier conditions indicated it would be. The heavy rains and windstorms in August and September damaged it considerably, making it chaffy. From what we have handled I should judge it is fully 10 per cent deficient in weight. The dry, cold weather of the past two weeks has put it in fair condition, and with a little care there is no reason why dealers should not realize fair remuneration for their labors.

While the condition of corn is not so good as last year, there is slightly more of it. There is only about 50 per cent as many cattle being fed as last year, but this will probably be increased to 65 or 70 per cent.

Yours truly, D. HUNTER.
Hamburg, Iowa.

WORKING ON SATISFACTORY MARGINS.

Editor American Elevator and Grain Trade:—The greater portion of our corn has been cribbed under the most favorable conditions. We presume that not over one-third of the crop was in the field at the beginning of the late rains. The dealers are working along cautiously on satisfactory margins. The movement has been exceedingly light, considering the condition of both corn and the roads. The whole efforts of the farmers have been to get the corn into the cribs and take chances of the price afterward.

There is no more corn being fed than in previous years, and farmers are inclined to hope for some-

what better prices. We think that the yield will be slightly disappointing, but we believe that the corn is in better condition than it was last year.

Yours truly, C. W. HARTLEY,
Goodland, Ind. Per A. E. H.

SHIP IN CORN FOR FEEDING.

Editor American Elevator and Grain Trade:—Our corn crop only made from 5 to 10 bushels to the acre, and as this is a great feeding point the only business in corn is shipping it in and selling it. Last year there were fed at this point between 3,000 and 4,000 cattle. This year there will be fed from 300 to 400. Have shipped in 10,000 bushels of corn already. Am feeding 150 head of cattle.

Wheat was a good crop—the best we ever had, I think—and a good deal remains in farmers' hands yet—50 per cent, I should think. A 25 per cent larger crop than ever before was put in, and it has never looked so fine this time of year, but there is plenty of time for something to happen. Also find inclosed \$1 for the "American Elevator and Grain Trade." Don't feel as though I could do without it.

Yours truly, CHARLES HUNTER.
Inavale, Neb.

ENLARGE THE ILLINOIS ASSOCIATION.

Editor American Elevator and Grain Trade:—From the standpoint of the commission man or broker I cannot see why the country shipper will get more benefit in selling to non-members than to members of the Illinois Grain Dealers' Association.

I know the \$1 to-day with most of the shippers is paramount to the dollar a good ways off. The only way to get new members into the Association is to keep the membership clean and work as a brotherhood should—favor each other all the time, everything being equal. I am more than anxious for the Association to grow, and the only way it can grow to be a power is to work in harmony. If the shippers who are members would only see this, then the future of the Illinois Grain Dealers' Association would be so far-reaching that those who are not members would see that it was to their interest to become members.

Favor the members, favor each other, whether grain buyer, commission man or broker, and the results in a short time will be a much larger membership and a much better feeling than at present exists. Have the Association large enough and broad enough to favor all members equally instead of the few.

Respectfully, W. L. DUMONT.
Decatur, Ill.

FARMERS HAVE POOR EYESIGHT.

Editor American Elevator and Grain Trade:—As I look at it, this has been a peculiar season all the way through. That the drouth during the latter part of June and until July 15th affected the early-planted corn was conceded by all, but how much was a problem.

In August came another drouth, with weather approaching hot winds. Again reports of damage were plentiful. In September came plentiful rains, with warm weather following. As a result, all plant life took a second growth and corn was no exception. The open shucks caught the rain, and many ears began growing at the butts. The ears which were blown to the ground grew and rotted. Many ears have matured, owing to the damp weather, and they decayed on the cob.

The conditions are not favorable for handling, though corn in good cribs, with proper handling, ought to grade No. 3. Many farmers claim they leave the rotted ears in the fields, but I often notice that their eyesight is poor.

I really believe we ought to figure the corn as No. 4, taking it as it comes in. If the dealer does that, he can, by having a sorter at the sheller and a good corn cleaner in his elevator, make most of it grade No. 3 or better. In that way there will be some profit in it. One feature of this year's corn that I notice is that those ears that are not damaged are especially good, as fine as I ever saw. There is about 80 per cent of feeding this year, as compared with last year. The price of corn determines to a large extent the amount of

feeding. Very little of last year's corn is being held over.

Yours truly, J. R. GRAHAM.
Hastings, Iowa.

MORE SHORT WEIGHTS.

Editor American Elevator and Grain Trade:—We recently shipped 5,000 bushels of oats in four cars to a certain firm in St. Louis, and settlement was returned to us on basis of East St. Louis weights. We made the usual kick and of course received the usual answer in return.

We give below our weights, as well as those which were returned to us from St. Louis, and would invite anyone having any remarks to make or grievances of a similar nature to write them for publication in the "American Elevator and Grain Trade."

	Our Weight.	Return Weight.
Car No. 17,429	1,300	1,287:16
Car No. 4,101	1,200	1,185:20
Car No. 564	1,300	1,280:20
Car No. 261	1,200	1,180:30
Total	5,000	4,934:22

Shortage, 65 bushels, 10 pounds.

Yours very truly,
THE SIDELL GRAIN AND ELEVATOR CO,
Sidell, Ill. By John H. Herron.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—The directors and legislative committee of the the Illinois Grain Dealers' Association met at the St. Nicholas Hotel at Decatur, November 27, and after the transaction of some routine business the Philipps corner on November corn was brought to the surface and the effect it was having upon many of the local grain dealers was fully discussed.

It is a known fact that a very large number of the local dealers have to depend on their bankers to carry them through their early contracts, and many of these same bankers, in order to have their customers safe and to feel safe themselves, demand of their customers that they hedge against their purchases. This has been done for many years. Many a local dealer this year made purchases of farmers for November delivery, and, as but few cars were to be had, they sold against their purchases, and hoped, and expected, to change these sales to December, providing they failed to get cars in time, but at just the time they would like to have changed No. 2 corn jumped several cents, and, of course, all the new corn is No. 3, and would not apply. This left the local dealers in bad shape.

Such being the condition of affairs at the time of the meeting on November 27, the matter was brought up in the meeting. It was with no disrespect to the Chicago Board of Trade that the change of rules was asked for. If the Board of Trade wishes to continue the old rule, or any rule, that will create the state of affairs that existed on November 27, the effect will be that the country dealer will no longer dare to hedge in Chicago.

The following is the request, as made to the Chicago Board of Trade, and all may judge of the wisdom of such a request:

To the Officers and Directors of the Board of Trade of Chicago—Gentlemen: We, the board of directors of the Illinois Grain Dealers' Association, always having the best interest of the members of our organization in view, would respectfully call your attention to your rules, or, rather, your lack of rules, whereby one of your members may manipulate the market wholly in his own interest, and with an enormous profit to himself, and to the detriment of and great loss to those who do a country shipping business, by selling futures against their cash purchases.

We insist that you establish some rules so that, in the future, a recurrence of what is now transpiring in the November corn deal may be impossible on so grand a scale.

We would recommend to you that a rule be made that when contract grade of grain is sold on your Board, the seller may be permitted to apply on that sale the next lower grades, below the contract grade, at a price not to exceed 10 cents below the price of the contract grade sold.

Were this rule established, any advance on the contract grade would carry with it a proportionate advance of the grade below the grade sold, thereby protecting the seller, in a very large measure, against abnormally high prices on the contract

grade, and it would enhance the value of the volume of the grain in the hands of the dealers and farmers.

We ask that you at once establish rules, on this or similar lines, that the country dealers may feel more secure in selling futures on your Board; for, if something is not done, the country dealers in the future will be driven to the only alternative of selling their grain on track to track bidders, and wholly abandon the system of selling futures on your Board and consigning the cash grain.

We ask this change and trust that you see the injustice of the present method, and the justice of the recommendation briefly suggested above.

THE WAREHOUSE QUESTION.

At the above meeting, the following preamble and resolutions were also adopted:

Whereas, The Illinois Grain Dealers' Association has seen the great injustice to the grain dealers and farmers everywhere of permitting the public elevators of Class A to transact a grain business for themselves, when at the same time they are custodians of the grain of the public; and

Whereas, We fully realize the great wrong imposed upon the grain shippers and receivers throughout the state, under the sanction of law, therefore, be it

Resolved, By the directors and legislative committee, in convention assembled, that we use our utmost efforts as an organization to have our warehouse laws thoroughly and judiciously revised by the General Assembly of the state of Illinois; and we ask for the hearty coöperation of the Chicago Board of Trade in such efforts; and that we may the more intelligently coöperate, we ask that the directors of the Chicago Board of Trade cause to be drafted a bill, in accordance with their views, and submit said bill to this committee for its approval, so that said bill may be introduced early in the session. And we would recommend that in the draft of said bill it be made a criminal offense for proprietors, lessees, or managers of elevators of Class A to deal in grain while handling grain for the public.

At the said meeting a memorial was formulated, and properly signed, requesting Governor-elect Yates to appoint some competent and worthy grain dealer to serve on the Railroad and Warehouse Commission. No particular name was recommended; but it is known that there are three very competent and worthy men who are candidates for the position. They are B. S. Tyler of Decatur, president of the Illinois Grain Dealers' Association; John Crocker of Maroa, ex-president of the same Association, and E. S. Greenleaf of Jacksonville, who is one of the best men in the Association.

H. C. MOWRY, Secy.
Forsyth, Ill., Nov. 28, 1900.

THIRTY-SIX YEARS AGO.

Frank Dickinson, with Rumsey, Lightner & Co., is the owner of a folio grain circular issued by Dickinson & Bradley, bearing date December 30, 1864. There are two blank pages and two printed ones, each 4x8 inches in size, giving the Board of Trade quotations and news of the day.

The country then "enjoyed the blessings" (?) of an irredeemable paper currency; and gold was quoted at "a further large advance to 229 and 227½," which "gave more life to the produce markets, and prices ruled higher on all leading articles, although extreme prices were not maintained until the close."

The circular quotes pork at \$38 to \$40 per barrel; corn, 83 cents; oats, 68¼ cents; rye, \$1.10 to \$1.12; wheat, somewhere around \$1.75.

Commenting on corn the circular said the market was dull and from 3 to 5 cents lower! Times were different then—very. With a slide of 3 to 5 cents a day in corn, life on the floor was never dull, but it must have been somewhat wearing on the system of a nervous man.

New York has begun figuring up for the year, and finds that from January 1 to November 3 the exports of grain were only 68,449,452 bushels, compared with 84,145,975 bushels same period of 1899, a decrease of 15,696,523 bushels, every cereal excepting corn showing a decrease.

MEETING OF KANSAS GRAIN DEALERS.

The Grain Dealers' Association of Kansas met at Wichita, November 14. President Cortelyou of Muscotah called the meeting to order at 2 p. m., at the Carey Hotel and in extending a welcome to the dealers present, among other things said:

About four months ago the Kansas Grain Dealers' Association met in this city and held a very profitable meeting. Matters of importance were discussed and a resolution was adopted that we call a meeting again in four months. I am gratified at seeing the large number present, and as president of the Association I wish to thank you for your attendance. It shows an interest in the grain trade. We always have good meetings in Wichita, and I hope this meeting will surpass all others in point of interest. I wish to say that the meeting is informal in character and every one may feel free to discuss any question arising during the course of the proceedings.

Secretary Smiley read a paper as follows:

THE SECRETARY'S PAPER.

Mr. President and Gentlemen: This is the second time the present year that it has been our pleasure to meet in convention in the southwestern city of the state of Kansas—Wichita, a city of more miles of paved streets and palatial residences and brick business buildings than any other city of the same population in the land. It goes without saying that the business men and citizens of Wichita have shown more pluck and energy in the management of their business than any other city in the land. A stranger arriving in Wichita at once concludes that the volume of business transacted in this city is greater than any other city of its size. This can be accounted for in different ways.

Owing to its location Wichita has become a distributing center for all Southwestern Kansas and Northern Oklahoma. Another reason is that the business men of your city have been tried in times of adversity and not found wanting. Is this true of the grain men in this territory? This last question can be answered by yes or no, as we have progressed or retrograded. For the past three years you have been favored with bounteous crops, and if you have not profited by same there is something wanting that is your own fault.

It is an admitted fact that all men in all lines of business are entitled to a fair margin of profit on the commodity they handle. In order to determine what a legitimate margin on grain is—one just to your investment and to the producer also—I have assigned this subject to Mr. McLewis. No doubt some of you will not agree with Mr. McLewis as to what constitutes a legitimate margin, but as this subject, as well as others, is open for discussion, we trust the dealers here will decide this question, and that when they return to their homes and places of business they will remember what was said, and act accordingly.

It is, indeed, unfortunate for a great majority that there are a few individuals that insist on handling all of the grain in their territory and refuse to recognize the rights of their competitors. This class of dealers is certainly entitled to the sympathy of the wide-awake up-to-date grain dealer. They insist on buying grain on a margin of $\frac{1}{2}$ cent and 1 cent per bushel, hoping against odds that there will be an up-turn in the market. Alas! how often are they doomed to disappointment and compelled to accept a loss. One would naturally conclude that a dealer doing business in this way would profit by experience; but it appears that he has so much of the animal detested by the Jews in him that he cannot help it.

But what can a man hope to gain by doing business in this way? Certainly not the respect and sympathy of the farmer, for the reason that all classes of men have more respect for a man who succeeds in business than one that continually poses as a friend of the producer and laborer. A man or firm who has proper facilities for handling grain and will not exact a reasonable margin is a greater nuisance to the grain trade than the scalper. We can ask the receivers to refuse to handle the business of a scalper and in most instances they will do it, but we have no grounds for asking a receiver to refuse the business of one owning and operating an elevator. I have no doubt you have recognized grain dealers in this section that insist on handling grain on so small a margin that when summer is ended and the harvest is passed they will have nothing saved. This is one problem of the grain trade; and in order to bring the subject before the convention I have assigned to Mr. David Heenan the subject, "How one member of our Association should treat another."

I presume you all realize that in order to bring about the best possible results through organization, every member of the organization has a duty to perform. Complaint has been made by a few pessimists that the Kansas Grain Dealers' Association was no good because some of its members violated the rules of our Association. We think many grain dealers expect too much of the Association. It must be remembered that it has no especial powers conferred on it of a legislative or judicial nature, and members who insist that the Association is no good because some of its members are price-cutters in their territory are unreasonable. One thing is certain, however, as experience has proved—that grain dealers in an Association are far more likely to be fair competitors than before they were organized. Our Mr. A. Aitken of St. Johns has been assigned the subject, "A member's duty to the Association."

I think that the future of the grain trade in Kansas largely depends on the interest taken in organization. Some predict that five years hence the independent grain dealers now doing business in the state of Kansas will be forced out of business by the so-called line houses. I do not agree with this view of this

subject, as I firmly believe that inside of five years there will be fewer line houses doing business in Kansas than there are to-day. In proof of this, let me say that a large exporting house the past year located a number of elevators in Kansas and Oklahoma, and one year's experience convinced them the houses were a source of trouble and expense, and they sold every one of them at a loss. This subject has been assigned to Mr. H. Work of Ellsworth, Kansas—"What Is the Future of the Grain Trade?"

We wish to call your attention to the many and unjust taxes imposed in the War Revenue Act of June 30, 1898, upon country merchants who buy grain from farmers for shipment to central markets. Each order issued by the grain buyer to a farmer in payment for a wagonload of grain, be it one or fifty bushels, must be stamped, and as many dealers buy over 100 loads a day the tax is quite burdensome. The grain man is also required to stamp his lease, contracts and notes, telegrams, bills of lading for and drafts against each carload shipped and express packages, in fact, every transaction of his business is taxed, while those in many other lines of business seldom use internal revenue stamps. The country grain shippers have paid much more than their share of this tax, and it is right that they should be relieved of part of the burden as soon as possible. Chairman Payne of the ways and means committee of the House on November 10th had a conference with the President and made the statement that he would call a meeting of the Republican members of the committee for November 20 to outline a partial programme for executive work in the House the approaching session. One of the matters to come before this meeting will be the subject of war revenue taxes. While he does not think that the reduction would exceed \$15,000,000 or one-fifth of the present revenue from that source, it is certainly our duty as members of the Kansas Grain Dealers' Association to at once write our representatives to Congress, praying that the grain dealers be relieved of a part of this burdensome tax. I would suggest that our president appoint a committee on resolutions and that strong resolutions be presented before this convention and, if approved, that they be forwarded to every Congressman representing this state.

At a meeting of the State Millers' Association held in Topeka the past month, at which the Secretary of Agriculture F. D. Coburn was present, the question of importation of foreign wheat was discussed, and as a result of this discussion a committee of three prominent millers was appointed to work in conjunction with a like committee to be appointed by the Kansas Grain Dealers' Association. It is a recognized fact that wheat grown from the same seed year after year deteriorates to such an extent that the production is much less and the quality inferior. In the Topeka Capitol, under date of Sunday, November 11, replies were printed from a number of millers throughout the state regarding this matter. Without an exception each and every miller stated that he deemed it necessary to import wheat seed in order to keep our wheat up to the standard. I trust you will give this matter full consideration and that a committee will be appointed by our president before the close of this meeting, and that this committee be instructed to correspond with grain dealers throughout the state, having them discuss the matter with the producers with a view of bringing into this country before the next seeding time a sufficient amount of pure Turkey wheat to place a carload into each county in the state.

I presume you are all aware that the landlord's lien law in this state works a great hardship upon grain dealers and frequently causes them a great deal of inconvenience and often gets them into a law suit. The Iowa Grain Dealers' Association at the last meeting of the Legislature presented a bill for enactment (from which Secretary Smiley quoted freely).

We believe that if such a bill is presented at the meeting of our next Legislature it will be enacted and become a law.

The several matters that I have touched on are of material interest to all grain dealers in the state, whether members of our Association or not; and as the purpose of this meeting is to better the condition of the grain dealers throughout the state, I trust that such action may be taken as will relieve us as individuals and as an organization of the abuses we have been subjected to. Most of you have left your homes and business at a considerable expense in order to attend this meeting, expecting to derive some benefit. If all members of the Association would take the same interest at all times that they take while in attendance at these conventions it would be a matter of only a short time until every regular grain dealer in the state would be identified with the Association. When you return to your homes do so with the avowed intention of constituting yourself a committee of one for the purpose of bringing into the Association those that are regularly engaged in the handling of grain but are not now members.

For reasons not necessary to mention I have not called any local meetings for the past 60 days. It is our present intention, however, to call meetings of the local dealers in the different districts organized at an early date, and we trust that each and every one of you will make a special effort to attend those meetings. It is an admitted fact that where a district is thoroughly organized and members attend the meetings as called, there is less friction between the dealers than ever before.

A paper was read by A. J. Hunt, Arkansas City, on the subject, "Is there more profit in handling two bushels of grain on two-cent margin than four bushels of grain on one-cent margin?"

S. B. Carter, Wellington, in the discussion which followed, said that his idea of buying grain at a profit consisted in staying off the street and avoiding the ruinous bidding which ensued when two dealers met on top of the grain wagon. Dealers were entitled to a fair margin and would get a

profit if they would let the grain come to the elevator office.

Secretary Smiley: It is a fact that a few years ago the dealers of the southern part of Kansas hustled out on the street to buy grain, but they have largely discontinued this practice.

C. Knox, Belle Plain: That is the only way we buy down at Belle Plain. If I am not the first man out on the wagon my competitor is, though I recognize the fact that Mr. Carter's idea of buying is the right one.

A. Aitkin, St. John: The last few years I have bought considerable grain. I tell my buyer what to pay for grain, and he pays that price or none. I do not believe in doing business for nothing, and I am glad that we have an organization that has some influence with the grain dealers of Kansas.

H. Work, Ellsworth, in a talk on the subject, "What is the Future of the Grain Trade?" said in part:

This subject is a very difficult one to handle as no one can divine the future. I can see a few clouds hanging over us which I think will make trouble in the future. There is some discontent among the farmers. This is not so apparent since the election, but I think it is still noticeable.

The seed question is still in beyance. Our wheat is deteriorating very much, and does not make as good flour as formerly. I think we should have better seed.

Another thing we must consider is the line elevators. I do not think it policy to antagonize this interest; yet we should guard our own interests carefully. In union there is strength, and it is important that we stand shoulder to shoulder on subjects that tend to the common benefit.

A. E. McKenzie, Kansas City, on the subject, "General Information Regarding the Inspection of Grain at Kansas City," said: I did not come here to make a speech and I think you know all about the inspection at Kansas City. If you do not, then come down and we will tell you all about it. I still find some cars loaded with good wheat on top and poor at bottom, so I can advise you that plugging is not entirely abolished.

Secretary Smiley: I think the grain men of Kansas make a great mistake in putting an inferior grade of wheat into cars containing good grain. You cannot keep up the Kansas standard of wheat if you plug cars. I do not know of any dealer in Kansas whom I think would plug cars, but the fact is that such cars have arrived at Kansas City.

In reply to a question of what proportion of Kansas City receipts to-day are plugged cars in comparison with a year ago, Mr. McKenzie said the custom had been increasing during the past few weeks, especially along the Union Pacific road.

A. Aitkin said that he thought one cause of the plugged car was the dealer's desire to make a good showing. To do this he bought grain and mixed it. He thought the dealer who plugged cars did so at a loss in the long run.

Mr. Work: I often meet men of the state who ask why they should join the Association. I question them and find that they have grievances, but do not let them be known. Now, our Association is to help these people, but we cannot do anything for them unless they will let their difficulties be known. I think the railroad companies are with us in our endeavor to keep the grain trade on a satisfactory basis.

President Cortelyou requested Hon. Chester L. Long, M. C., who was present, to address the meeting upon the subject of the grain stamp tax. Mr. Long said that the ways and means committee, of which he was a member, would shortly commence a reduction of taxes by a revision of the war revenue act.

Mr. Carter moved that the president appoint a committee, one from each congressional district, to meet with the congressmen of Kansas and confer with them regarding the repealing of the tax.

Mr. Miller, Anthony: It seems to me that the stamp should be taken off the checks of \$20 and smaller. At my station last Saturday I took in loads of grain on which I paid \$1.04 in stamps on checks. The same corn went into a car and a check having a 2-cent stamp paid for all of it. It is the stamp on these small checks that becomes burdensome.

Mr. Work moved that the motion be amended to provide for the appointment of the committee

Immediately, with the instructions to act at once. The motion carried.

The chair appointed on this committee Messrs. Young, Carter and Aitkin.

President Cortelyou, in a talk on the short-weight evil and the remedy, said in part. The short-weight evil was one of the causes of the formation of this Association. It is a great evil. The dealer buys his grain of the farmer. All the grain is weighed on scales before it comes to the elevator, and the dealer must give the farmer all the weight of the grain. If the weight falls short at the terminal the dealer loses his profits. The Check Weight Bureau at Kansas City has largely remedied this evil. The causes of short weights are numerous and sometimes originate in the country. Grain is sometimes estimated or measured. He who does this would have no cause for protesting over a shortage. Scales also are not often tested in the country. Some of you don't know whether your scales are right or not. I would suggest that you improve your scales. I have made the suggestion before, and make it again, that the dealers employ an expert to go over the different lines of railroads and correct the scales. In Kansas City we know that the shortages come from a certain class of houses, where the scales are old and get quickly out of order. I think that city should be equipped with modern elevators and then we would get fewer shortages.

W. C. Goffe, Kansas City: Sometimes one has to go from home to learn the news. I was not aware of the conditions stated. We guard against shortages very closely, and I think the Check Weight Bureau is a great preventive of shortages. I think I can say that the Board of Trade of Kansas City is always ready to cooperate with you in the matter of putting a stop to the short weight evil.

T. L. Ewan, Kansas City: I have instructed a clerk in our office, in every instance when we have received actual weights from a shipper, to turn them in to your agent. But it is really surprising in how many cases we receive no weight memorandum.

Mr. Work: I do not think the shippers should be so negligent in sending out their blanks. If they are not sent in there is little can be accomplished in the case of a shortage.

Mr. Smiley called the attention of the dealers to the printed blanks which were designed to be tacked on the door of the car. The blanks were designed to state the kind of grain in the car, the name of shipper and the weight. Then, if the weight did not tally at destination the shipper could investigate why he did not get correct weights. An adjournment was taken until evening.

EVENING SESSION.

The meeting came to order at 8 o'clock.

Secretary Smiley, in responding to the subject, "A Member's Duty to the Association," briefly compared the conditions of the grain trade since the formation of the Association with conditions before its organization. He related how the scoop-shovel man had been driven from business and referred to the fact that present conditions were such that the grain men were enabled to make a fair profit in their business. They wished this condition of affairs to continue.

Mr. Knox referred to the fact that there was a scoop-shovel man in his territory, to which the secretary replied that he had not been notified of the fact, and until he was informed by the dealers of these irregularities in the trade he could do nothing.

Wm. Finn, Sedgwick, Kan., read a paper on the subject, "Crop Reports; Benefits to be Derived," as follows:

CROP REPORTS—BENEFITS TO BE DERIVED.

This subject, in all its bearings, covers a very wide field. I feel my limitations trying to deal with it in the best possible manner. I would be practical without being visionary, intelligible without being verbose. I must confess, however, that visions of rewards or benefits would arise, when some phase of this subject was trying to get through the gray matter. The one consoling feature, to my mind, in the event of failure to make out a case, is the fact that no more intelligent body of grain dealers exists, and you will settle this matter satisfactorily.

The United States, states, territories and individuals, are gathering crop statistics. It is costly. The information, with any degree of accuracy, is valuable—

so very valuable that large bribes have been paid for the information in government crop reports a few hours before publication.

The grain buyers are in the best position to get accurate information. Here in Kansas we almost elbow one another. Our farms join. By properly mapping off each buyer's district, we could tell to the fraction of an acre how much ground is seeded, the progress the crop is making, the yield, the amount fed and sold, and the surplus carried over. If we would undertake this task and do our very best, guessing would be eliminated. We would have the most accurate report, and, therefore, the most valuable, of any in the world.

If then, all the states and territories would join hands with us and operate along the same lines for truth and accuracy in their grain reports, no one would doubt the great value of such reports. It would take precedence over all others. In the hands of an individual it would be more valuable than any gold mine yet discovered. Leaks from these reports at national headquarters could be easily followed by a golden trail.

We come now to the very hard part of our problem: "Benefits to be derived," that is, for each individual grain man.

To my mind there are "lions in the way." They may be chained, but I must confess I am a little timid about going that way. If diamonds could be made as cheaply as glass, our possession of them would excite no envy. If our grain reports become common, their value ceases and we soon stop making them. The more secret we have them, the more they enhance in value. We would need a Masonic cord running through this organization binding us together for mutual help. If our reports, local, state and national, could be kept within ourselves, it would materially aid us in buying and selling. With so many commission men at Kansas City and other points, I am afraid the orange would be sucked dry before the local man received his information. Hence, the latter would lose interest and refuse to gather for some other to enjoy.

I realize that if everyone at headquarters was square and honest, and these reports condensed, mailed or wired to each reporter at the same instant and to no one else, we would be benefited. If the ordinary grain dealer, like myself, can derive no benefits, we will not send reports.

Every grain dealer speculates. If you buy with a 3-cent margin, that margin may be wiped out before your grain is sold. If cars are scarce, you pile the grain up in your warehouse. If you do not sell against it on the Board of Trade, you lose. If you do sell against it, and markets go up you do not lose but wish you had not sold quite so quickly. You speculate just the same whichever horn of the dilemma you take. If you are getting crop news that you know is accurate, you can speculate with more certainty.

If human nature could be changed just a trifle, we might entrust all our speculations to a board of managers, who would prorate the earnings all along the line as our several interests might appear. We have already been compared as greater than the Standard Oil Company. We would be so, in fact, with the same system and cohesion. Like that company we would make bread cheaper for the laborer the world over and pay higher prices to the farmers for their surplus. We soon would bring to a realization Mr. Bellamy's dream of "Looking Backward," provided now and always that a trifling change in our natures be made.

But, aside from the speculative feature of the reports, as the term speculation is understood generally, they would be of material value to every grain man handling through an elevator. If the Hessian fly were working damage, or large sections were winter-killed in the wheat belt, that fact would enable us to make a more intelligent disposition of our wheat. The old adage, "Knowledge is power," is just as true in our line as any other. With a knowledge of the actual situation always before us, even the humblest of us would have greater power than ever.

The selfish instincts of our being may be continually welling up within us against someone we imagine more selfish than ourselves, taking unholy advantage of our efforts, and, perhaps, building themselves up at our expense. Will we, on that account, pick up our hat and say, "That's enough for me; I want no more of this?" If you do, the advantages already gained are lost sight of and your hope for the future is thrown away.

In 1889 we raised one of the largest crops of corn in our history. That fall and following winter it was selling from 10 to 12 cents. I had some \$12,000 on my books for merchandise sold. I knew that at the price my debtors were getting for corn they would only be able to pay interest on their mortgages. Something had to be done. I went to the bank and asked if they would advance the farmers 10 cents per bushel and let them hold for better prices. I was told they could get all the money they wanted on that basis. The Alliance was young and vigorous then. The managers took the offer under advisement. They sent back word that it was a good thing for Mr. Hazard (banker) to get one per cent a month out of them. So they kept crowding in the corn. Every empty space was filled with corn. In the next 60 days corn had doubled in price. In the 60 days following corn prices doubled again. Your imaginations can fill out the feelings our early hustlers had.

What I want to show by this little experience is, that if we wish to make any money we must let others have a show. My farmer friends could see nothing except what a rank outsider would make and made 500 per cent to keep the other fellow from making one per cent.

I throw out these ideas with the thought that at some time the right chord will be touched and all our minds will beat in unison to the one great principle that we help ourselves best by helping each other. One thing is self-evident: we can and will accomplish more by united action. The trend of events is such in the business world now that "If we do not hang together we will hang separately," as Ben Franklin told the Continental Congress on one occasion.

A general discussion of the crop report question followed the reading of Mr. Finn's paper, but no action was taken.

C. Knox of Belle Plaine, Kan., gave a talk upon the subject, "Some of the Reasons Why We Should Encourage Organizations."

Short talks were made by T. L. Ewan, W. C. Goffe, Kansas City, and R. F. Coates, Wichita, in which, from the commission man's standpoint, they expressed their approval and support of the organization.

Mr. Work spoke of the necessity for informing the secretary when troubles of any kind arose among any members of the Association.

The question of procuring new seed wheat was discussed and the opinion seemed unanimous that farmers ought to be supplied with new seed.

Mr. Hunter moved that a committee of three be appointed to confer with a similar committee from the Kansas Millers' Association, then in session, in the same hotel, over the question of procuring a better variety of seed wheat; the committee should also make arrangements for securing orders from farmers for the wheat. The motion carried.

Mr. Hunter further moved that the secretary be instructed to prepare printed blanks suitable for taking orders from farmers, which should be sent out over the state. Carried.

The chair appointed as this committee S. B. Carter, Wellington, C. Knox, Belle Plaine, and H. Work, Ellsworth.

A motion prevailed to adjourn.

CONVENTION NOTES.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

The railroad men: E. F. Bisbee, Controlling Freight Agent, and H. J. Alexander, Traveling Freight Agent, Burlington Road, Kansas City; L. H. Kilgore, Commercial Freight Agent, the Missouri Pacific Railway, Wichita; A. M. Brown, representative Kansas Southern Railroad.

The commission men: W. C. Goffe, of Goffe, Lucas & Carkener, Kansas City; J. P. Voorhees, representing the Kemper Grain Co., Kansas City; R. F. Coates, of R. F. Coates Grain Co., Wichita; T. T. Logan, representing Holdridge & Logan, Kansas City; D. L. Croysdale, of W. E. Croysdale & Sons, Kansas City; T. L. Ewan, of Moffatt Commission Co., Kansas City; W. A. Moses, of Moses Bros. Grain Co., Kansas City; H. Charters, representing the Geo. A. Adams Grain Co., Kansas City; J. M. Lane, representing J. H. Teasdale Commission Co., St. Louis.

The grain dealers: L. Cortelyou, Muscotah; Fred L. Williamson, Clay Center; J. H. McSherry, Abbyville; J. T. Whetstone, Plevna; William Finn, Sedgwick; L. B. Young, Hutchinson; J. C. Gurnea, Topeka; J. O. Moffett, Peabody; H. A. Wynn, Perth; F. W. Miles, Patterson; E. Barrett, Wellington; George Sauer, Rome; H. C. Hodges, Wichita; H. R. Ficken, Bison; George H. Hunter, Wellington; Joe Hilger, Colwich; T. J. Blakey, Pleasanton; Samuel Cole, Harper; S. B. Carter, Wellington; C. Knox, Belle Plaine; W. E. Murray, Frederick; J. J. Van Boskerk, Frederick; Charles M. Woodell, Nickerson; W. B. Pickerill, Claflin; J. E. Liggitt, Wichita; David Heenan, Wichita; C. L. Wagner, Mount Hope; A. J. Hunt, Arkansas City; H. Work, Ellsworth; W. F. Thompson, Arkansas City; S. P. Craymer, Wellington; B. F. Stevens, Canton; W. M. Chatten, Claflin.

A conflict of inspectors' opinions has suggested the proposition that a government inspector should be appointed for the settlement of the inspection disputes that are occurring in Canada. It appears that a lot of 12,000 bushels of peas was recently shipped from the West as No. 2, according to the Kingston inspection, but on arrival at Montreal it would only inspect No. 3. The Montreal inspection was upheld by the trade as the correct one, as the peas were buggy, and fell considerably short of the standard No. 2. Now, in such cases as this, who, it is asked, is to decide on the right inspection, and whose decision must be accepted as final by all parties concerned, there being no official umpire?

GRAIN DEALERS' NATIONAL MEETS AT INDIANAPOLIS.

The fifth annual meeting of the Grain Dealers' National Association was held in Assembly Hall, Board of Trade, Indianapolis, Ind., November 20 and 21.

President Warren T. McCray, Kentland, Ind., called the meeting to order at 10:30 a. m., November 20, and in the absence of D. M. Perry, president of the Indianapolis Board of Trade, introduced Geo. G. Tanner, chairman of the committee on arrangements, who delivered an address of welcome.

President McCray responded in a felicitous manner, expressing his own personal pride in the great state of Indiana, of which he is a citizen, and in its splendid capital city, Indianapolis, while as president of the Association he thanked the representative of Indianapolis for the welcome extended. Speaking directly to the purposes of the Association he said in part:

I believe one of the most common things against the fullest measure of success of the average grain dealer is the insincerity of man. I have often thought that the grain buyers of our land are the most optimistic class engaged in business. It has occurred to me they do more for their customers, with less reward either in moral support or in a financial way. They have more invested, take more chances, and spend more energy, with a less per cent of returns, than any man in business. This is not because the grain dealers in general have less business capacity or do not know how to conduct their business on business principles, but I think it is partly because they are not acquainted with, or do not have the confidence they should have in their neighbors. They often rely too much upon the word of their customer and not enough upon the word of their competitor. They frequently go on the theory that if they handle the customer's grain to-day without profit they will retain his good-will and have an opportunity to handle his future business, hoping at that time to realize their just tribute. They deal too much in expectant profits and not enough in the kind that keep the bank balance in a good condition. To overcome these troubles is one of the objects of our Association. We are not in any sense of the word in favor of high or illegitimate margins on grain, but we strive to secure for the dealer a just and reasonable recompense for the capital and energy invested.

There are many local and state associations which are doing grand work and can more properly and effectively handle these local matters, but there are other troubles which are more general in their nature and which create a necessity for an association national in its character and far-reaching in its influence. There is no occasion for any rivalry or conflict between this and any of the state or district organizations, as we are all working for the same end, and should adopt some plan to amalgamate and join forces and go hand in hand to meet and overcome the many abuses of the trade.

The past year has witnessed a healthy growth of our Association. Many additions have been made and much good has been accomplished. More could have been done had the opportunity been given. One great difficulty which we encountered is lack of funds to carry on the work successfully. . . .

The treasurer read his report, showing receipts for the year of \$1,202.15 and expenditures of \$1,018.58, leaving a balance on hand of \$183.57.

President McCray appointed a committee to audit the treasurer's books as follows: C. A. Foster, Carnegie, Pa.; Ben Ludeman, Wolcott, Ind.; Sam Finney, Attica, Ind.

The secretary's report showed among other things that

The scopmen have made more work for the Association than heretofore and been hounded more vigorously than ever. The trouble in country markets has been worse than any previous year, but many differences have been adjusted and harmony restored. During the year we have added 76 new members of the Association, 71 affiliated and 5 regular, 10 dealers have paid up and resigned, 8 retired from business and 4 have died. Three local divisions have been started during the year. . . .

I have had many complaints regarding discounts; and although much work has been put on each case, but few reductions have been secured. I have had one complaint against the Western Union Telegraph Company, the evidence is incomplete and investigation is still under way.

Some active measures have been taken to have the documentary tax repealed, and letters have been sent to Congressmen. The loading fee question has been agitated and a copy of Mr. Lockwood's paper sent to every freight traffic manager and agent of railroads traversing the grain surplus states. Several complaints have been received regarding grain missing grade at Chicago, New Orleans, Baltimore and Richmond and investigated. Some sharp practices have been exposed and reports regarding shortages in shipments at St. Louis, Pittsburg, Baltimore and Buffalo published. It would be to the advantage of the Association if it would select for secretary one who can give his entire time to the work.

The report was accepted.

M. McFarlin moved that the secretary be appointed a censor to look over all matter relative to the Association for publication. Carried.

The president appointed the following committees: Resolutions—E. R. Ulrich, Springfield, Ill.; G. A. Stibbens, Coburg, Iowa; E. H. Wolcott, Wolcott, Ind.; J. W. McCord, Columbus, Ohio; A. H. Bewsher, Omaha, Neb.

Nominations—M. McFarlin, Des Moines, Iowa; W. W. Alder, Lafayette, Ind.; Fred Mayer, Toledo, Ohio; D. Hunter, Hamburg, Iowa; H. L. Combs, South Whitley, Ind.

New Members—A. R. Sawers, Chicago; B. A. Lockwood, Des Moines, Iowa; C. Rider, Kentland, Ind.; Ed. McCue, Pittsburg, Ohio; A. E. Hartley, Goodland, Ind.

DEMANDING GOOD CARS.

W. W. Alder of Lafayette, Ind., spoke on the subject, "Necessity of Demanding Good Cars." He said in part: "There is hardly a question of greater importance in the grain trade than this one, but it is a difficult one for discussion. I shall talk more directly to the grain dealers than to the railroads. The man who enters into the grain business does so for a profit. The railroad engages in business for the same reason. The grain business requires careful handling, as margins are small and there ought to be no hostilities between the grain man and the railroad, as their interests are mutual. The question arises, does the shipper do his duty toward the railroad and vice versa? Now, I blame the railroads in that they have not kept pace with the grain business in equipment, etc. They have not built cars fast enough. But, on the whole, I think the railroads treat us just about as well as we treat them. I have found that very many cars are unfit for loading. At Buffalo 15 per cent of the cars received are not in condition. It would be a good thing to refuse all cars that are not in condition and railroads would learn that they must furnish good cars. Careless men should not be in the grain business and a grain dealer should also be educated, as it is knowledge that is needed to make a success in this line, as well as in others."

E. L. Rogers, Philadelphia: I have listened to the remarks of Mr. Alder with a great deal of interest. I think he is right when he says that when grain dealers receive poor cars they should notify the railroad company, and throw on them the responsibility. It seems to me that eastern men should belong to this Association, and I think you should try to get new members from the East. I think it very important that men should be acquainted who do business with one another.

John Ross, Lafayette, Ind.: I have been in the grain business for some time as an elevator man. I have often fixed cars, but have never received a dollar from the railroad for cooping the cars. I think the fault lies with the railroad company. We have had no larger crops than we had two years ago. This thing has not come up in the night. The shipper is only a part of the machine. The railroad knows it can get the grain when it can't get anything else. I haven't any unkind words to say except that the railroad companies neglect their interests, and the shippers' interest, when they fail to furnish cars.

F. P. Lint, Atchison, Kan.: I would like to make a suggestion. In Kansas the secretary of our state association has instructions from the railroad company to report every car that is unsound to the railroad to be sent into the shops. You must reach the right department of the company if you want to get help.

H. S. Grimes, Portsmouth, Ohio: I am of the same opinion as Mr. Rogers, concerning the Grain Dealers' National Association. For fifteen years, I think, we have asked in vain for cars at certain times. But I wish to say that a great deal depends upon whom you sell your grain to, whether you get cars or not. I believe that it is entirely the fault of the railroads who really have not the carrying capacity.

M. McFarlin, Des Moines, Iowa: We have had very little trouble at Des Moines from car shortage, but I think the National Association ought to take some action in the question.

The secretary read two communications on the subject from dealers at St. Joseph, Ill., and Circleville, Ind., stating the situation at those points.

E. R. Ulrich Jr., Springfield, Ill.: In our section of Illinois a year ago last summer there was a great shortage of cars. The railroads were interviewed without avail. It seems to me this shortage question can be helped by our organization. I think we should have a law so that when the railroad company does not furnish cars they should pay so much per day until they do supply them.

H. L. Combs, South Whitley, Ind.: I think the Association is wrong in thinking the railroads are entirely to blame. You all know that no railroad controls its own cars after they leave its line. I think the railroads should have control of their cars after they leave the initial line and that cars should earn a per diem and not a per mile charge.

H. S. Grimes: Railroad men are as much obligated to receive business when offered as are the elevator men.

J. A. Mouch, Mooreland, Ind.: Railroads know each day where their cars are. The railroads are also buying terminal elevators and forcing us to ship to them.

An adjournment was taken until 1:30.

TUESDAY AFTERNOON.

President McCray, on motion, appointed Captain Russell, Des Moines; H. S. Grimes, Portsmouth, and F. F. Collins, Cincinnati, a committee to draft a telegram to be sent to the Ways and Means Committee in session at Washington, regarding the repeal of the documentary tax. The committee made its report in the form of a resolution instead of a telegram, which the Association adopted and a copy was mailed to each member of the committee at Washington. The resolution was as follows:

Whereas, The obligations and expenditures of the government do not require the full volume of money now being derived from the United States Revenue Law of 1898; and,

Whereas, Many of the taxes imposed under the provisions of the law should be reduced, while some of them should be repealed; and,

Whereas, It has been the policy in framing laws for national taxation to exempt from such taxation, in so far as is possible, those industries and employments which are directly related to and have to do with the necessities of life; and,

Whereas, The taxes for extraordinary revenue should be made almost exclusively upon luxuries and upon those industries which yield large profits; and,

Whereas, The grain dealer and the farmer have not shared in the general prosperity, with which the country as a whole is favored, equally with the merchant and the manufacturer; and,

Whereas, Grain in the process of its being marketed pays an accumulated tax quite unreasonable and in amount altogether inconsistent with the theory and intended operation of the law; it is hereby

Resolved, By the Grain Dealers' National Association, in convention assembled in the city of Indianapolis, state of Indiana, that the taxes imposed by the United States Revenue Law upon transactions in grain should be repealed; and be it further

Resolved, That the general commercial welfare would be promoted if this repeal should take effect as soon as possible and bring needed relief to the farmer and the grain dealer, upon whom the law bears with undue and unwarranted severity.

The president appointed a committee composed of W. W. Alder, Lafayette, Ind.; P. E. Goodrich, Winchester, Ind.; J. D. Conklin, Kentland, Ind.; J. A. Mouch, Mooreland, Ind.; John Ross, Brookston, Ind., to formulate some plan by which the shortage of cars could be reduced.

G. A. Stibbens, Coburg, Iowa, read a paper on "The Collection of Dues."

E. H. Wolcott of Wolcott, Ind., gave a talk on the work of the Western Indiana Division of the Grain Dealers' National Association. He said that the enthusiasm with which they had started had not proved lasting. Among the evils which they had was the question of storage of grain for farmers, and the car shortage question. They had, however, accomplished one thing—they had become acquainted with each other. He reported that 45 out of the 80 members were behind with their dues and that the Association's help was well worth the expense to every dealer.

Capt. M. T. Russell, Des Moines, Iowa, read a paper on the subject: "The National Association's Field of Usefulness."

B. A. Lockwood, Des Moines, moved that the subject of Captain Russell's paper be referred to a committee of five to take some action on it. Carried.

The president appointed the following as such committee, which included also the secretaries of all

the state or local associations: B. A. Lockwood, D. Hunter, John Ross, F. J. Wright and E. R. Ulrich Jr.

F. F. Collins, Cincinnati, spoke of the advisability of the Grain Dealers' National Association affiliating with the league of National Associations and the good results that would ensue. He said that this league was working for the passage of the Cullom bill.

D. Hunter, Hamburg, Iowa, president of the Grain Dealers' Union, spoke of the work of the Union. He told of the work it had done in exterminating the scalper and the progress of the Association in its march toward placing the conditions of the grain dealers in the satisfactory plane on which they rest to-day.

A paper prepared by Jas. W. Sale, Bluffton, Ind., on the "Documentary Tax—Its Repeal," was read in his absence by F. F. Collins of Cincinnati.

J. W. McCord, Columbus, Ohio, secretary of the Ohio Grain Dealers' Association, told what his association had been doing. He said that the work of the year had been successful. A very peaceful condition of affairs exists in Ohio among the grain men. The increased oats and corn business had made up for the shortage in the wheat crop. The margin of profit had been satisfactory and all members were interested in the work of the Association.

Secretary A. H. Bewsher, of the Nebraska Grain Dealers' Association, said that that association had been progressing and that dealers were realizing the benefits of association. He did not think that 5 per cent of the dealers in the state practiced free storage of grain. He summed up the work of the association by the words: "We organize, harmonize, realize."

G. A. Wells, Des Moines, secretary of the Iowa Grain Dealers' Association, read a paper on the work of his association.

Alfred Brandeis, Louisville, Ky., on the work of the Southern Grain Association, said the work of the Southern Association had been to try to regulate business coming into the South. Southern people now do not do business as loosely as formerly. They are held strictly to the terms of sale and pay the drafts before they get the grain. The Association has done a good work.

A paper was read from Secretary H. B. Dorsey, on the work of the Texas Association. It referred to the growth of the Association and the work it had done in protecting its members against unjust freight rates. It had secured a reduction in insurance rates on warehouses and elevators of from 27 1-2 to 40 per cent. It had secured many other benefits to its members and was in a very prosperous condition.

J. W. McCord: Our arbitration committee can arbitrate with a non-member by his signing the agreement. Arbitration saves a great deal of money.

On the question of the most successful way to control track bids, G. A. Wells said that they had had no trouble in getting irregulars cut off.

A. H. Bewsher said in Nebraska they considered everyone entitled to a bid if he owned a grain elevator. But we lay the facts before the bidder and find he is equally anxious with the dealers to have harmony. He did not think any association had the right to demand the withdrawal of bids from the elevator man.

The meeting then adjourned until Wednesday morning.

WEDNESDAY MORNING SESSION.

President McCray sometimes dreams dreams. He related at the opening of the session at 10:30 a. m., that he dreamed the night previous of a millenium of the grain trade and told of the conditions that existed. "Twas but a dream."

A paper prepared by Thos. M. Hunter of Chicago on the subject, "Pointers for Seed Shippers," was read by the secretary.

H. S. Grimes, Portsmouth, Ohio, made an address on "Reliable Government Crop Reports." Mr. Grimes' views on this question have been previously given to our readers through these columns.

Mr. McCord moved that this subject be referred to the committee on resolutions, it in turn to frame

a resolution to place the question before the proper authorities to have them adopt some more reliable means of getting correct reports.

The committee on nominations made the following report, which was adopted unanimously: For president, B. A. Lockwood, Des Moines, Iowa; first vice-president, T. P. Baxter, Taylorville, Ill.; second vice-president, H. S. Grimes, Portsmouth, Ohio; secretary-treasurer, Charles S. Clark, Chicago. Directors: Arthur Sawers, Chicago; E. R. Ulrich Jr., Springfield, Ill.; F. J. Wright, Minneapolis; D. Hunter, Hamburg, Iowa; H. L. Combs, South Whitley, Ind.; J. F. McCormick, Ambia, Ind.; P. E. Goodrich, Winchester, Ind.; J. H. Conger, Eaton, Ohio; Fred Mayer, Toledo, Ohio; George S. Hayes, Hastings, Neb.; L. Cortelyou, Muscotah, Kan.

H. J. Caldwell of Earl Park, Ind., spoke on the question of "Shortages at Terminals." He brought out the thought that all conditions should be such, in handling the grain, that everyone should use care and diligence from start to finish and for any shrinkage the careless parties should be held responsible. We should have a clean bill of lading, and the time will come when the railroads will be compelled to issue it. The associations will force them to it and then terminal shortages will be abolished.

C. A. Bissell of Antwerp, Ohio, read a paper on "Buying Ear Corn by the Hundredweight."

W. H. Chambers of Chicago gave a talk on "Avoiding Discounts in Central Markets." He said that he did not see how discounts could be avoided, and the question was pertinent, how to handle off grades so as to close the deal satisfactorily between buyer and seller when conditions arise that call for a discount. Atmospheric conditions and a sliding scale of inspection made it impossible that grades should be always uniform. Sometimes cars of corn that graded No. 4 would grade No. 3 in a week's time under more favorable conditions. The question resolved itself into one of equity, and both parties should do what was right when discounts become necessary.

E. E. Perry, Indianapolis, secretary of the Indiana Millers' Mutual Fire Insurance Company, talked on "Reducing Cost of Elevator Insurance." He said that the average elevator was not constructed with the view to reducing the insurance, but that even elevators that would be a good risk were called upon to pay the standard required from the old tumble-down houses.

P. E. Goodrich, Winchester, Ind., read a paper on "What is Being Done to Stop the Loaning of Bags?"

The auditing committee brought in a report that they had examined the treasurer's books and found them correct.

E. R. Ulrich Jr., chairman of the committee on resolutions, reported the following resolutions, which were adopted:

Whereas, It has pleased Almighty God, in His providential dealings with us, to allow to be removed from our midst:

John W. Sexton, Bridgewater, Iowa.

J. W. Bishop, Winchester, Ind.

Anderson Leas, West Manchester, Ohio.

George E. Townley, Indianapolis, Ind.

Resolved, That we extend our heartfelt sympathy to the families and associates of those who have been taken from us to that bourne from which no traveler returns, and that the Association instruct the secretary to send copy of these resolutions to the immediate relatives as a token of our sympathy and sorrow.

Whereas, The Board of Trade of Chicago has recently adopted a new rule limiting the time of selling of futures to sixty days, excepting in special cases; and,

Whereas, These limitations make the hedging of our grain on the Chicago Board of Trade often very hazardous, and in our opinion very much to the hampering of our trades on the Chicago Board of Trade; therefore, be it

Resolved, That it is the sense of this Association, here assembled, that we are not favorable to this rule, and request that these limitations be withdrawn.

Whereas, It has been fully demonstrated that the National Association is not receiving sufficient financial support to do aggressive work for the trade: Therefore, be it resolved, that each secretary of the various state and local associations are requested to urge their respective organizations to pay a fee, not to exceed \$2.00 per member per year, for the support of the National. Each association shall be entitled to representation in each meeting, one vote for each \$2.00 paid.

The funds of this Association having become so depleted as to menace the welfare of the organization; and,

Whereas, There are members delinquent in dues beyond the time limit prescribed by our constitution and by-laws, who have not served due and proper notice of withdrawal or resignation; be it

Resolved, That our secretary be instructed to serve 15 days' notice upon all such members, that if amount is not paid within that time draft will be made on them for amount, and we further instruct the secretary that in the event of drafts being returned unpaid, to accumulate all such and hand to competent attorney for collection upon a contingent fee.

Whereas, It is the sense of this meeting that the grading of new corn in Chicago in the months of October, November and December should be so changed or a new grade adopted by prefixing the word "new," so as to conform nearly to the rules in effect in Baltimore and Philadelphia on new corn; therefore, be it

Resolved, That the secretary be instructed to confer with the inspection committee of the Chicago Board of Trade and try and effect a change that will give new corn the proper recognition; and,

Whereas, The grading of oats in Chicago seems to be so rigid that the receipts contain a very small percentage of the contract grades in their daily receipts during the present time; therefore, be it hereby

Resolved, That our secretary take this matter up with the inspection department of the Chicago Board of Trade, with the idea of finding out if the grading there at the present time is not excessively rigid, thereby making the hedging of futures in oats in Chicago hazardous.

Whereas, Numerous complaints of shortage in weights on grain going to St. Louis and East St. Louis markets, and also to the Baltimore market; and,

Whereas, The commission merchants in these markets seem to be heartily in favor of having any such matters rectified; therefore, be it

Resolved, That the National Grain Dealers' Association, here in convention assembled, does hereby tender its services to try and rectify these matters, and hope to have the hearty coöperation of the commission houses in the aforesaid markets.

Whereas, The government crop reports as now furnished are not considered sufficiently reliable to meet the requirements of those engaged in the grain trade; therefore, be it

Resolved, By the Association assembled in convention at Indianapolis, Ind., Nov. 21, 1900, that the manner of compiling the government reports should be revised and so improved as to give to the public a true and correct status of growing crops, stocks on hand visible and invisible, and that this Association, through its secretary, take such steps as may be necessary to bring this matter before the proper government officials, suggesting the improvements in the matter of securing reports as suggested by the plan offered by Mr. Grimes.

Whereas, The sudden and violent fluctuations of rates of freight on grain at periods when a scarcity of cars exists and when the crops are just beginning to move in the summer and fall, are greatly to the disadvantage of the railroads and against the best interests both of the grain dealers and the railroads; therefore, be it hereby

Resolved, That it is the sense of the National Grain Dealers' Association, here in convention assembled, that the railroad traffic departments of the various roads be requested that it would be greatly to the advantage of the grain trade of the country and the railroads that they establish a system of winter and summer rates, which rates remain stable through the winter and the summer months respectively, and that a sixty-day notice be given to the trade of such advances or reductions.

Resolved, That a vote of thanks be extended to the Indianapolis Board of Trade for the use of the assembly hall; also for the pleasant and enjoyable entertainment afforded us, last evening; also to its individual members for the many kind attentions shown our people during our visit.

Whereas, The gentlemen who have accepted topics on the program have most of them come from a distance and have done so much to make this meeting and the working of the Association a success; therefore, be it

Resolved, That we extend to all these gentlemen individually a vote of thanks.

Whereas, The loss to shippers of grain by reason of damage during transit due to lack of ventilation in cars is enormous and would be avoided altogether, or at any rate reduced to a minimum with properly ventilated cars; and,

Whereas, We are informed by certificates of tests issued by accredited agents of railroads, that the Miller Freight Car Ventilators will ventilate cars thoroughly, and that ventilators can be left open during rain and storms, yet contents of cars are always safe against damage from rain, sparks, cinders, etc., and secure against theft so that the risk of railroads is not increased, and that they can be applied to any box cars in a few hours, and at moderate expense;

Resolved, That the Grain Dealers' National Association, in convention assembled at Indianapolis, this 21st day of November, do hereby petition railroads to adopt this or any other devices accomplishing same results, as we are surely entitled to every protection against deterioration of our property during transit.

Your committee on resolutions begs leave to recommend the adoption of this resolution, and suggests that as far as possible and in as strong terms as possible, the different railroads be requested to adopt some system of ventilation that will at least prevent the depreciation of grain by heating in cars while in transit.

Whereas, Our efficient president, Mr. McCray, and our obliging secretary, Mr. C. S. Clark, who in their efficient official capacity have done so much to further the interests of our Association even though their recompense was very slow in forthcoming;

Be it hereby resolved, that our Association hereby wishes to thank these gentlemen for their untiring efforts, and hopes that they can arrange to keep up

the work, and stay in the harness for the ensuing year.

The report of the committee regarding Captain Russell's paper was adopted and copies ordered sent to the secretary of each state and local association.

The report of the committee on car shortages was adopted, as follows:

Your committee in reference to car shortage beg leave to report as follows:

Whereas, We believe there is an undue shortage of cars, at certain seasons of the year, when the bulk of the grain moves from farmers' hands, and whereas, this shortage entails great loss to the grain shippers and farmers; we recommend that this matter be referred to the legislative committee of the Association. Your committee further recommend that said committee confer with the Interstate Commerce Commission, and endeavor to get remedial legislation incorporated in the Cullom bill; and until such legislation is enacted, we recommend that the president, and secretary of this Association confer with the railroad companies and use their endeavors to secure relief.

The report of the committee on new members was adopted, as follows:

We, the committee on membership, beg to make the following report:

Resolved, That the secretaries of all organized state and local associations be made honorary members of the National Association, without dues or initiation fees during their term of office.

Fourteen new members have joined at this meeting.

President McCray in a few words thanked the Association for the support he had received while president and introduced the incoming president, B. A. Lockwood, who addressed the convention.

The meeting adjourned sine die.

NOTES OF THE MEETING.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

Nebraska's delegate consisted of the secretary of the Association, A. H. Bewsher, Omaha.

A. Miller, of the Miller Supply Co., St. Louis, exhibited a Miller Ventilator for ventilating freight cars.

A. Brandeis, of A. Brandeis & Son, and H. H. Bingham, of Strater Bros., Louisville, represented Kentucky.

C. A. Foster of Carnegie, Pa., presented the dealers with a very useful article, a tape measure, in a neat celluloid case.

From the East there was E. L. Rogers of Philadelphia, C. A. Foster, Carnegie, Pa., and Emery Kirwan, Baltimore.

Iowa sent G. A. Wells, M. McFarlin and B. A. Lockwood, Des Moines; D. Hunter, Hamburg, and G. A. Stibbens, Coburg.

The Southwest was represented by G. L. Graham, of G. L. Graham & Co., St. Louis, and F. P. Lint, representing the Greenleaf-Baker Grain Co.

R. A. Morris, secretary of the Motsinger Device Mfg. Co. of Pendleton, Ind., distributed some interesting literature on the Autosparker for gas engines.

Fred Mayer represented J. F. Zahm & Co. and H. T. Morey Churchill & Co. Toledo, Ohio, and T. W. Swift of Battle Creek was Michigan's delegate.

Fred Mayer, of J. F. Zahm & Co., Toledo, Ohio, always has souvenirs of some kind about him. This time they were white celluloid pens with the firm name printed thereon in black letters.

From Chicago: Arthur R. Sawers, of Calumet Grain & Elevator Co.; L. B. Wilson, representing Ware & Leland; P. A. Stephens, of E. W. Wagner; W. H. Chambers, representing the Peavey Grain Co.; C. G. Chase, of Bartlett, Frazier & Co.; Richard Gambrell, of Smith-Gambrell Co.

The Illinois delegation included: E. R. Ulrich Jr., Springfield; W. F. Banta, Ridge Farm; W. R. Breckenridge, Kankakee; A. W. Couley, Hume; E. A. Griffin, Cheneyville; L. T. Hutchins, Sheldon; J. H. Herron, Sidell; A. L. Stanfield, Edgar; J. H. Wilson, Allerton; W. W. Wilson, Sheldon; Dexter Baber, Dudley.

The delegates from Ohio included F. F. Collins, A. C. Gale, C. E. Knaul, W. R. McQuillan, George A. Root, Cincinnati; J. W. McCord, J. P. McAllister, J. E. Burger, F. R. Herr, Columbus; C. A. Bissell, Antwerp; J. H. Conger, Eaton; W. M. Green, Cecil; John Boles, Westerville; E. A. Grubbs and S. H.

Neer, Greenville; C. T. Pierce, Lewisburg; Ed. McCue, Pittsburg; C. B. Jenkins, Marion; H. S. Grimes, Portsmouth; O. Jay, St. Mary's.

The machinery men were few in numbers, but they helped keep things lively. They included S. J. McTiernan and A. S. Garman, representing the Huntley Mfg. Co., Silver Creek, N. Y.; H. E. Furnas, representing the S. Howes Co., Silver Creek, N. Y.; R. A. Morris, secretary of the Motsinger Device Mfg. Co., Pendleton, Ind.; C. E. Flora of the Reliance Mfg. Co., Indianapolis, Ind.

From Indiana there were H. L. Combs, South Whitley; J. F. Crouter, Sulphur Springs; M. Duffy, Swanington; H. J. Caldwell, Earl Park; A. E. Hartley, Goodland; Ben Ludeman, Wolcott; W. T. McCray, Kentland; J. A. Mouch, Moreland; J. L. Shalk, Anderson; B. L. Archibald, Morocco; C. B. Appleby, Circleville; W. W. Alder, Lafayette; John Anderson, Manson; R. M. Wilkinson, Stockwell; E. H. Wolcott, Wolcott; J. P. Shoemaker, Middletown; G. L. Schlademan, Scofield; J. H. Stewart, Manson; R. S. Stoll, Thorntown; L. S. Sparks, Selma; J. K. Slack and A. Blous, Muncie; W. Thrasher, Pulaski; Chas. F. Walter, Moran; J. A. Washburn, Remington; G. B. Ayers, Greensburg; David Com-mack, Muncie; B. F. Crabbs, Crawfordsville; W. E. Hurd, Logansport; J. S. Hollowell, Montezuma; L. G. Holmes, Portland; Robert Bell, Fowler; H. A.

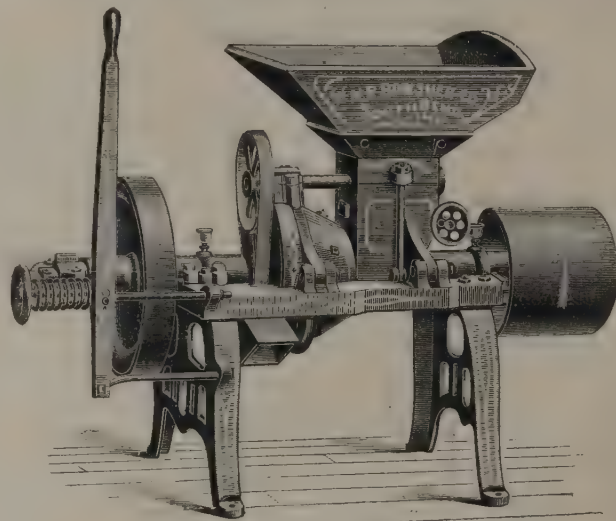
loft to another. Stables were built up there, and the horses were kept there throughout the season.

In the winter of 1845-46 Charles Butler of New York built for Smith, Bronson & Co. a grain house of 50,000 bushels' capacity, the largest of its kind at that time. Vessels were loaded by means of carts holding twenty bushels each, which were rolled onto the decks and over the hatches of the vessels, which carried not to exceed 12,000 bushels.

In 1848, Gen. Egbert B. Brown, nephew of Gen. Jacob Brown, the hero of Lundy's Lane in the War of 1812, built an elevator with sliding bins, steam motor and a movable leg, to be dropped into the boats. It was one of the first elevators on the great lakes to be equipped with rapid and cheap grain-handling machinery. The Wabash Railway next followed with a system of steam elevators, and soon all the other railroads had elevators.

BOWSHER FEED MILLS.

Like holiday turkey, Bowsher Feed Mills are a subject for special consideration at this season of the year. Most of our readers are already familiar with these mills, but to those who are not we will say that they are made in a variety of styles and sizes ranging from 2 to 25 horsepower. Our cut



ONE STYLE OF THE BOWSHER FEED MILLS.

Myers, Francisville; J. F. Cormack, Ambia; C. T. Pierce, Lewisburg; John Ross, Brookston; J. L. Brady, Rensselaer; R. L. Barnard, Greenfield; John Barnes, Whitestown; H. C. Clark, Colfax; W. J. Mercer, Mount Summit; H. J. Reynolds and B. Price, Crawfordsville; H. Rommel Jr., Atkinson; H. Randolph, Covington; C. Rider, Kentland; C. S. Fatten, Morristown; A. L. Nelson, Montpelier; W. S. Cunningham, Brook; J. D. Conklin, Kentland; E. Hutchinson, Arlington; Logan Henshaw, Newcastle; H. G. Hastings, Elwood; A. G. Jakway, Goodland; C. M. Lemon, Bedford; J. E. Loughry, Monticello; J. N. Lutz, Lafayette; W. Hibbits, Muncie; D. P. Hurd, Walton; E. H. Daniel, Cayuga; Wm. Nading, Shelbyville; J. A. Neal, Peru; A. J. New, Greenfield; Charles Dotson, Parker City; O. G. Carter, Goldsmith; H. A. Gaddes, Modoc; A. Gardner, Cottage Grove; Sam Finney, Attica; E. W. Finch, Veedersburg; P. E. Goodrich, Winchester; C. E. Maloney, Muncie; J. A. Nelson, Kirklin; E. M. Wasmuth, Roanoke.

TOLEDO'S GRAIN ELEVATORS.

Toledo now has thirteen grain elevators, with a total storage capacity of 7,400,000 bushels. It was early in the '40's that Toledo's activity as a grain center began, when the Miami and Wabash canals were completed. Wheat came in by these early waterways from Ohio and Indiana. Warehouses with a capacity of 40,000 to 50,000 bushels were built, which were quite pretentious for those pioneer days. These houses were equipped with elevators with stationary legs. The motive power was horses, stationed in the peak of the roof, which was reached by inclined passages from one

shows one of these styles and gives a good idea of their general construction.

A point to which the manufacturers direct special attention is the conical shaped grinding surface, which keeps the work close to the center of the shaft and insures light running. An ingenious arrangement prevents the grinders from running together when the mill is empty, though it does not interfere with close adjustment for fine work.

Bowsher Mills are adapted to crushing and grinding corn and cob and for reducing every variety of small grain for feed. They are especially adapted to grinding ear corn, being provided with ear feeders. When desired the makers can furnish a complete self-contained outfit which is easily installed in a few hours.

These and other conveniences of practical utility have given the Bowsher Mills an increased sale each year. Last year there was an exceptional increase, especially on the larger sizes, of which three times as many were sold as in any previous season. These mills are just entering on their thirteenth season, but they are not back numbers at all, for they are kept thoroughly up to date.

Any of our readers interested in feed grinding should send for fuller information to the N. P. Bowsher Co., South Bend, Ind., in whose well equipped shops these mills are made.

Last year, in November, the bonded Manitoba wheat going through Duluth ran as high as 125 cars a day. On November 25, last, 50 cars arrived, being the largest number handled in any one day this season.

STANDARD TERMINAL ELEVATOR INSURANCE SCHEDULE.

The following tariff of schedule rates was promulgated by the Western Union, October, 1900, and went into effect after that date. As stated in the caption, this rate applies only to terminal elevators, Chicago and Cook County excepted:

STANDARD CONSTRUCTION.

Building: To be brick or stone, or frame, covered with tile, metal or slate.

Cupola or Texas: To be built on separate posts foundation from the ground, and not resting on bin walls.

Roof: To be metal, slate or composition.

Construction: Bins to be cribbed construction, with covers or decks, and elevator legs, boots and spouts to be metal.

Basement: To have substantial stone foundation supporting elevator building, well ventilated and lighted, with concrete floor, and to be at least six feet in height, with elevator boot in plain sight and easily accessible.

Power Drive: To be in tower outside with hatches and cut off from building by approved fire doors.

Garners and Scales: Must be closed at the top so as to confine the dust.

Conveyors: To be open, belt running on idlers, either above or below, or in galleries, but not encircling the house.

Belt and Shaft Hole Openings: Belt hole openings (except for main drive), not more than six inches wide, and shaft hole openings not more than double the diameter of the shaft. Openings to be brought down to lowest possible limit.

Passenger Elevators and Stairways (separate from power drive): To be in tower outside, with hatches, and cut off from building by approved doors.

Gallery Connections: Galleries to be fireproof, with fireproof intermediate partitions, or cut off by approved fire doors at each end.

Heating Steam: Steam pipes to be protected, going through wood floors or partitions, with thimbles of metal or asbestos paper and tin.

Lighting: To be incandescent electric, as per standard required by rules of National Board of Fire Underwriters. (All cut-outs and switches in fireproof cabinets; keyless sockets to be used throughout; special cable on bin lights—see National Electric Code.) Also oil in safety lanterns used by watchman.

Ladders: Must have at least two outside iron ladders, or stairs, from grade floor to cupola.

Watchman: To report through signal boxes to central station, or to have approved electric watch-clock.

Oily Waste: Must be kept in metal cans provided with covers—and kept closed.

Boilers: To be in detached brick or stone building, metal or composition roof with no direct communication to elevator building.

Boiler Stack: To be outside of building and of brick, the stack to rise in height above roof of cupola.

Fire Protection: To be protected by city water hydrants within 500 feet, also to have fire pump of not less than 750 gallons' capacity per minute, with suction in reservoir, wells, cisterns or other supply, having a capacity of at least 50,000 gallons of water supplying standpipes with hose. Connections on each floor and fire hose attached (with two wrenches) to each connection, sufficient to reach all parts of house; also fire alarm (to engine room) clearly marked at each hose connection.

Fire Barrels and Buckets: To have fire barrels and buckets filled with salt water (or approved chemical fire extinguishers) and fire ax on each floor.

NOTE—For buildings with a capacity of 500,000 bushels, or less, a fire pump of 500 gallons per minute capacity will be accepted as standard.

For buildings thoroughly equipped with approved automatic sprinklers, the fire pump must have at least 1,000 gallons' capacity per minute, to be accepted as standard.

DEFICIENCY CHARGES.

Basis rate	\$1.00	\$.75
1. Building and (or) Cupola: If not standard, add	.15	
2. Cupola or Texas, if resting on bin walls, add	.10	
3. Roof: (a) If shingle, unprotected, add	.25	
(b) If shingle, painted with fireproof paint, add	.15	
4. Construction: (a) If bins are not cribbed construction, or not decked, add	.05	
(b) If with wood elevator legs, boots or spouts, add	.05	
5. Basement: If no basement or not standard, add	.10	
6. Power Drive: (a) If inside open shaft to top of house, add	.15	
(b) If inside, cut off by at least two hatches between bottom of shaft and bin floor of cupola, add	.05	
(c) If inside, with hatches to bin floor of cupola, but open through cupola floors, add	.05	
(d) If with individual rope drives between or through storage bins to elevator heads, add	.05	
7. Garners and Scales: If not standard, add	.05	
8. Conveyors: (a) If with screw wood boxed conveyors, add	.05	
(b) If belt conveyors encircle the house, add	.10	
9. Belt and Shaft Hole Openings: If not standard, add	.05	

10. Passenger Elevator and Stairways (separate from power drive): (a) If inside, open, add	.10	
(b) If inside, with doors, hatches, or traps, add	.05	
11. Gallery Connections: (a) If not fireproof, with approved fire doors at each end, add	.15	
(b) If not fireproof, without approved fire doors at each end, add	.25	
12. Heating: If not standard, add	.05	
*13. Lighting: (a) If not standard, add not less than	.05	
(b) Watchman without approved lantern, add not less than	.05	
14. Ladders: If not standard, add	.05	
15. Watchman: If no watchman, or not reporting through signal boxes to central station, or without approved electric clock, add	.15	
16. Oily Waste: If not kept per standard, add	.05	
17. (a) If inside building or in frame addition, add	1.00	
(b) If in communicating brick or stone addition (not fireproof), without approved cut off, add	.25	
(c) If in communicating brick or stone addition (not fireproof) with approved cut off, add	.10	
(No charge to be made where boiler room is of fireproof construction.)		
(d) If shavings, corn husks or chaff is used for fuel in communicating room not fireproof, unless with automatic feed, add	.10	
18. Boiler Stack: (a) If not standard, add	.05	
(b) If metal, add	.10	
19. Fire protection: (a) If outside city water and fire boat protection, add	.10	
(b) If without standard fire pumps, add	.10	
(c) If without standard reservoir for pump, add	.15	
(d) If without approved stand-pipe and fire hose equipment, add	.10	
(e) If without approved fire alarm system to engine room, add	.05	
(f) If without fire barrel and buckets (or approved chemical fire extinguishers) and ax on each floor (one barrel and two fire pails (or one chemical extinguisher) to each 2,500 square feet of floor space, add	.05	
20. Cleaning and Clipping Machinery: (a) If in building, add for each separator or cleaner	.02	
Minimum charge to be not less than 10 cents.		
(b) If in building, add for each oat clipper or smutter	.05	
21. Dust Exhaust: (a) If without dust pipe conveyors connected to cleaning machines, without clippers or smutters, discharging into approved dust collectors, add for each machine	.03	
Minimum charge to be not less than 20 cents.		
(b) Without metal dust pipes and dust exhaust systems connected to floors; elevator legs and boots; garners or scales (charge for absence of dust pipe connections to scales only where garners are not used), add	.05	
(c) If dust pipe conveyors discharge outside of house, but not in dust collectors, add	.05	
(d) If main dust conveyor pipes connected to cleaning machines are of wood, add	.05	
(This charge to be omitted where wood dust pipe connections to machines are ten feet or less in length.)		
22. Electric Generator or Dynamo: (a) If inside main building and not in fireproof room, add	.25	
(b) If inside in fireproof room, not wholly cut off from main building, add	.15	
(c) For auxiliary electric motors inside main building, unless of "wholly enclosed," "iron-clad," "dust proof" type, wiring and connections throughout to be in accordance with specifications of National Electric Code, motors without brushes advised, add	.10	
23. Dryer or Bleacher: If in elevator building, add	1.00	
24. Corn Sheller or Feed Grinders: If in building, add for each machine	.10	

25. Dust Room: (a) If in building, add	.25	
(b) If outside building, in room not fireproof, add	.10	
26. Drip Cups: If without chain oilers or drip cups under ordinary bearings on main shafts, add	.05	
27. Elevator Heads: (a) If not hoppers, add	.05	
(b) If with inside friction drive, add	.10	
*28. Condition: Dirty, lack of care, poor system or management, add	.25	
29. Exposures (Elevator to Elevator): (a) One elevator exposed by another within 100 feet, add 20 per cent of exposing building rate		
(b) One elevator exposed by another over 100 feet and under 200 feet, add 15 per cent of exposing building rate		
(c) One elevator exposed by another over 200 feet and under 250 feet, add 10 per cent of exposing building rate		
(d) One elevator exposed by another over 250 feet and under 300 feet, add 5 per cent of exposing building rate		
*30. Exposures: For special hazard exposures (other than elevators), charge at discretion		
31. Dust Shafts: For wood, dust or ventilating shafts through house, add	.05	
*32. Objectionable Features: Add Total		

DEDUCTIONS.

*33. (a) For automatic electric journal alarm system, approved by the Bureau of Fire Protection Engineering	.10	
CHICAGO.		
(b) For approved automatic sprinkler equipment	.25	
(c) For approved open sprinklers or water curtain on exposed side of risk where exposure charge is made	.05	
(d) For approved perforated pipe sprinkler equipment in cupola or Texas	.10	
(e) For detached boiler house of approved fireproof construction	.10	
(f) For bin warehouse without elevator legs or grain elevating machinery	.25	
(g) Exceptionally good features will be fully considered		

Net rate

*Charge or deduct at discretion.

Annual grain, 25 cents less than building rate. Boiler and engine house (unless fireproof or detached) to take same rate as building.

Minimum rate on fireproof detached (not communicating) boiler and, or engine house and contents one per cent.

The above describes fully the entire schedule in every particular.

The Kansas millers and grain dealers, with assistance of the agricultural department at Washington, will supply Kansas farmers with Russian Turkey wheat at a price not to exceed \$2.25 per bushel, and delivered not later than Sept. 1, 1901.

"THE LONG AND THE SHORT OF IT."



The Corn Exchange, Chicago, November 23.—Chicago Record.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

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CHICAGO, ILL.A. J. MITCHELL Business Manager
HARLEY B. MITCHELL Editor

Subscription Price, - - - \$1.00 per Year.

English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., DECEMBER 15, 1900.

Official Paper of the Illinois Grain Dealers' Association.

AMENDING THE ILLINOIS WAREHOUSE LAW.

Warehouse Registrar Hogan, in his annual report to the Warehouse Commission, recommends that the Illinois law be amended to require warehouse receipts to be registered for cancellation before the grain is allowed to go out of the house. We believe the law now requires this, substantially, and that its provisions are now being complied with, but for twenty-seven years the law was not complied with, because it really could not be enforced except by voluntary agreement of the elevator managers. At least, all the registrars so state, and certainly there can be no objection to making that compulsory which the elevator men, by their present compliance, have shown to be not impracticable. Holders of warehouse receipts on which advances are made are entitled to this protection, and the law should give it to them, even if some hardship should obtain in consequence, which it does not appear would be the case.

But this is not the most crying reform needed in the Illinois warehouse law. The demand for a bona fide public elevator system in Chicago is becoming imperative, and comes from all parts of the country. As we have before suggested, the prohibition of private business operations in public elevators will probably not wholly correct the present tendency toward the vast enlargement of the private transactions of the track buyers operating private houses, but it will at least give the independent buyers and commission men a chance in the market on even terms. It will take away from the operators of so-called public elevators the power to discredit public warehouse receipts, by their present methods of

manipulating and mixing the grain, as in the present manner, which practically gives to a score of firms control of the bulk of the cash grain business of the West and Northwest—the granary of the world.

No law can be framed that will prevent individual firms from expanding their legitimate business at will, but the law should prevent individuals from parasitic levies on other men's business. But that is what the Illinois warehouse law not only permits but encourages.

The law should be changed.

A PROPER APPROPRIATION.

Among the items of appropriation asked for by Secretary Wilson of the Agricultural Department is one of \$10,000, to enable the secretary, among other things, "to investigate, in cooperation with the division of chemistry, the causes of deterioration of export grain, particularly in oceanic transit, and devise means of preventing losses from those causes."

As readers of the "American Elevator and Grain Trade" have for some considerable time known, repeated complaints and protests have come from European ports, both to the commercial exchanges and to the government, of the bad condition in which much American grain arrives abroad. In some instances these arrivals have been so far from agreeing in quality with the standard samples of American inspected contract grain that the foreign importers have threatened not to do business at all on the basis of American inspection, and to buy only on the basis of samples furnished, or inspection at destination. It is quite certain this condition of things has done our export grain trade no good, and may, under certain conditions, be a positive menace to it.

Now, what is the cause of this deterioration? As Secretary Wilson asks for money to aid him in finding an answer to this question, it may be assumed it is not known. It may be faulty inspection. Some of the ports are "easy," since "liberal inspection" means a big export business—so long as the foreigner, too, is "easy." The grain may be really too damp when loaded, in spite of the fact that it is passed by the inspectors. The vessel may not have adequate ventilation of grain holds; the grain may be stored on board too near the boilers.

No matter what the cause, the foreigner is entitled to better results, and the American trade should know just where the trouble lies. If the cause is loose inspection the authorities can correct the inspection; if in faulty conditioning of grain for loading, the chemical department will no doubt be able to point out remedial processes; if the fault be in the method of handling or storing on board, the responsibility can be located.

Some governments take charge of both the inspection and the loading of perishable exports, and have greatly stimulated trade, as in Danish and Australian butter, the export standard quality of which never varies. Our state grain inspection systems are akin to this excellent foreign practice, but they seem somehow to have failed, in part at least, to give the results that should obtain.

Ten thousand dollars, therefore, could not

be spent more profitably for the benefit of the American farmer and grain dealer than in the thorough investigation of the entire matter.

WAREHOUSE COMMISSION.

Barring the management of the public elevators of Illinois, including the department of inspection and weighing, the usefulness of the State Board of Railroad and Warehouse Commissioners is largely imaginary. Commerce is now so largely interstate in character that the making of state classifications and the regulation of state rates is mostly a work of supererogation. The State Board has, in fact, practically abandoned both duties, except perfunctorily.

However that may be, and whatever else the Board may need, it does need now, more than all else, the presence in its membership of a thoroughly first-class, experienced and capable grain expert, a man knowing both the grain business itself, from a technical and commercial standpoint, and also the needs of the grain trade. It is hardly necessary here to tell the grain dealers of this country why.

Gov. Yates has promised the state a "business administration." He can inject a whole lot of it into this department without damage, and do it, too, without wholly casting out "practical politicians;" that is, he will have no serious difficulty in finding, if he hunts for him, an honest and capable grain dealer for this place, who also knows something of legitimate practical politics, to which there is no objection.

THE CROP REPORTS.

Unwittingly, though perhaps not unwillingly, the Country Gentleman, one of the ablest agricultural papers in the country, has indorsed the general argument of H. S. Grimes of Portsmouth, Ohio, that the present system of compiling crop reports from the data of volunteer correspondents is misleading and that reform is needed. Speaking of the wheat crop estimates of 1900, the Country Gentleman says:

From 1880 to 1890 the official estimates tallied with distribution with remarkable closeness. For the past ten years official shortages have occurred, commencing with the era of populistic withholding and distorting of crop returns and systematic advice to hold wheat in the hope of raising prices. The organization known as "The Wheel" had this idea as one of the main spokes. The whole effort has been injurious, in reducing the farm price of wheat, giving the advantage to speculators to manipulate the markets and secure larger profits in the absence of reliable and accepted official estimates.

The idea of foolish growers that mystery and underestimates would inure to their benefit has been disastrously refuted and exploded. If this influence still continues to affect official reports there should be some means devised to eliminate it, preferably by securing unbiased and accurate returns; otherwise by learning how to discount the underestimates.

This is exactly Mr. Grimes' contention, and the case is the more strongly put, in that it comes from an agricultural journal of the very highest respectability and authority.

It is gratifying to know that Mr. Grimes' agitation of this crop report question promises to bear fruit. Statistician Hyde has indorsed Mr. Grimes' general proposition, at least, and the latter gentleman informs us he has had

many encouraging letters from grain men and farmers in all parts of the country, urging continued agitation of the question. The thing needed now is to force the matter upon the attention of Congress. A strong resolution by the National Board of Trade in January next would not be amiss in this connection.

LIABILITY FOR CONVERTED GRAIN.

Judge McGee, in a Minneapolis court, in the case of Dolliff against Robbins & Warner, commission men of Minneapolis, has gone to the logical limit of the rulings of the Supreme Court of that state, made in previous cases involving conversion of stored grain, by holding the receiving commission men liable to the owner of the grain in the absence of financial responsibility on the part of the shipper to them, or converter of the grain. The facts are substantially as follows:

E. M. Walbridge, who recently failed in business, while operating elevators at Echo and Bellevue, obtained advances of \$25,000 from Robbins & Warner, who took as security storage receipts for grain owned by Walbridge in various elevators. As the wheat arrived at Minneapolis defendants sold it without disclosing the identity of the shipper and honored Walbridge's drafts in payment therefor. Part of the wheat so handled was 4,000 bushels owned by Dolliff, which was stored with Walbridge, and which he failed to deliver to Dolliff on demand. As Walbridge, when demand was made on him, was financially embarrassed, suit was begun against the receivers of the converted grain, with the result mentioned, a judgment for Dolliff.

The important point of the decision was the extension of the chain of responsibility to the owner of the grain. The "innocent purchaser" has been eliminated, or at least is farther removed from the converter than the law hitherto has placed him. While the court assumed that Robbins & Warren acted in entire good faith, nevertheless, he says, "In shipping out the grain in question without the knowledge or consent of the owners thereof, Walbridge was guilty of felony." There was, therefore, says the court,

a conversion of that property if the defendants exerted dominion over it inconsistent with the rights of the plaintiff; and it would seem that there could be no doubt that to assume to sell and dispose of property to third persons, and deliver to them possession without disclosing who their principal was, amounts to exercising dominion inconsistent with the rights of the plaintiff, or the persons to whose rights he has succeeded.

This may work a hardship to the defendants; but whether it does or not or what the consequences may be, is a matter that does not and ought not concern the court. When it is determined what rule of law is applicable to the case, the court ought to apply that rule and let the consequences take care of themselves.

This certainly will add enormously to the cares of commission men at Minnesota terminal markets, should the court be sustained in the appellate court, but it is not likely to discourage the practice of "storing" by country dealers or by farmers, the latter especially being thus doubly protected.

Incidentally, the court holds that the measure of damages to be allowed Dolliff was the

market value of the grain on the day the demand was made and not the day it was shipped, and also that the owner should not be held liable for the transportation costs to Minneapolis, for since the grain had been removed thither by a "criminal act," the owner was entitled to take his property at the latter place "without being required to compensate anybody who had aided in the wrongful transportation thereof for transportation charges"—which is good logic, of course, if the fundamental ruling that the commission men are liable is good law.

In Indiana, on the other hand, at about the same time Judge McGee rendered the above decision, a court at Anderson, on motion of the state, dismissed a case against a country grain dealer charged with embezzlement by conversion, the prosecuting attorney concluding, after an examination of recent decisions of the state Supreme Court, that "the storing of wheat in a warehouse is the equivalent of selling it outright, and consequently the only action the owner of the grain can bring is one on account," and not a criminal one—a decision that is as far, perhaps, from the mass of legal opinion as to bailments as is the Minnesota case.

INTERSTATE COMMERCE LAW.

Mr. Woodrow's paper on "The Distribution of Cars," on another page, bears a belated date, but it is even more apropos now than it was in June last, Congress being now in session. Mr. Woodrow's suggestions for reform of present railroad methods are interesting, but the moral suasion argument with the railroads has not much to commend it. It is hard to reform an impersonal body. Mr. Woodrow's urgency of reform by legal methods is, therefore, much more to the point, as it is evidently the only way in which any reform can be obtained.

The grain men do not seem to give, officially, as much indorsement to this movement to amend the interstate commerce law as Mr. Woodrow is justified in urging them to give. The kernel of the grain situation—the cause of the deep discontent in the trade—is due primarily to the inequality and uncertainty of railway rates. A specious argument was advanced by President Cowen of the B. & O. R. R. Co. at the recent Chamber of Commerce dinner in New York, when he said, substantially:

As an indication of how slight a part the railroad toll played in the price of commodities to their consumers, he said that it costs less to bring wheat, the equivalent of a barrel of flour, from a point 500 miles west of the Mississippi River to Minnesota, to have it ground there and converted into flour and then to transport the barrel of flour thus made to the city of New York, than it costs to bake the flour and distribute it to the bread consumers of New York after it has arrived in that city.

This is clever, and no doubt is true. We appreciate the low range of freight rates. But that is not the point. The thing is that favoritism to one shipper or to one locality to the extent of an eighth of a cent a bushel, or less, is enough to drive the unfavored competitor or locality out of the grain business for the benefit of the favored individual.

What the grain business must have for its redemption is the total abolition of favors

of that kind. Moral suasion has thus far failed to secure such reform. The only recourse now is to the law—not a drastic one, that shall cripple the roads or interfere with their proper control of private capital, but one which shall nevertheless force the roads to observe the equities between their customers and keep them strictly within the limits of their business as common carriers for hire and take away their power to act as the arbitrary dictators of men's financial success or failure.

The Cullom bill is an effort in this direction. It may not be perfect, but at least it is an honest attempt to formulate a law to compel railway justice, and it should be given a fair trial.

OBJECT TO CORNERS.

The action of the executive board of the Illinois Grain Dealers' Association, reported in full on another page, condemning corners, has attracted wide attention. The position of the Association on this matter has been generally indorsed. While it is not to be expected, however, that the Chicago Board will adopt the suggestions, the Association will at least have had the satisfaction of giving the Board a "piece of its mind," which is something.

A corner, being an effect rather than a cause, is something particularly difficult to correct without creating a worse condition than before. Indeed, there are worse things in this world of grain and trouble than bull movements, and as a rule the latter correct themselves much more rapidly and effectually than they could be controlled by rules. The men who have the nerve to play the bull side are not too numerous for wholesome trading, and as the bull is not, generally speaking, the money-maker of the trade, his tribe is not likely to increase so rapidly as to uncomfortably crowd the exchanges. He's a bad man, of course, but not so awfully bad, either. He ought to be allowed to live as a curio, at least.

THE NATIONAL ASSOCIATION.

Des Moines will have the next meeting of the Grain Dealers' National Association, of which B. A. Lockwood of that city is president. The object in going to Des Moines is to get into a country where there are enough shippers to attend to make a big meeting probable, whereas east of Illinois the Association gets among receivers rather than shippers.

But in the West the trade is now organized for doing local work better than the National Association can do it, which, in fact, is simply doubling on the local associations' tracks.

The National Association should reorganize itself as a delegate body, to do national or interstate work that cannot be done by the local and state associations, because out of any single association's jurisdiction, and leave local work to local men. As it is, the National Association putters and fritters away its small resources on local work, spreading itself out so thin as to be practically impotent anywhere, whereas as a delegate body it might have an independent mission on earth without being a parasite of the locals and be able to wield its power effectively for the benefit of receivers as well as shippers, and thus benefit both, as it, of course, even now desires to do.

EDITORIAL MENTION

The annual meeting of the National Board of Trade will be held at Washington on January 22 next.

Working a grain corner in these days is so nearly like "squaring the circle" that Mr. Phillips is entitled to "distinguished consideration" as a mathematician.

The secretary of the National Grain Dealers' Association has been officially appointed censor for the Association. Wasn't this action just a trifle superfluous, considerin'?

After all, the virus of bucket-shop gambling has nowhere "taken" better than in the interior towns, where the local editor points with pride to the enterprise of the "private wire."

An association has been formed by the grain dealers of Northwestern Ohio, of which more will be said later on, when a final plan of organization and work shall have been agreed upon.

Bankers are not the only people chasing after a perfect system of bookkeeping. And it must be a pretty good grain business, too, even in Memphis, that can stand bleeding at the rate of \$25,000 in two years before the loss of blood begins to annoy the owners.

The Colorado grain dealers contemplate an organization for the purpose of bringing their claim for equitable grain rates before the railroads of that state. At present they have no outlet that will stimulate business, rates being higher to the Pacific Coast than they were twelve years ago. The field for organized effort here is a virgin one, and those who set out to work it to a finish are not likely to be consumed with ennui.

Kansas dealers have completed arrangements for supplying farmers with a shipload of Russian-Turkey seed wheat, which is expected to act like a transfusion of new blood to her wheat fields. That is about all that Kansas now needs to bring about a millenium in the grain trade in that state. With crops such as the present year brought forth, and a No. 1 quality of seed, "Bill" White of Emporia will have to invent a new lexicon to yield words of sufficient "comprehensibility" to express the state's advance in the grain business.

The Cincinnati Chamber of Commerce has decided to agree with the New York Produce Exchange in defining "immediate" shipment as within three days, "quick" as within five days and "prompt" as within ten days, and to give country shippers three days to send instructions regarding shipments. The "carload" also was fixed at the New York standard, to wit: Corn, 900 bushels; oats, 1,500 bushels, and wheat, 800 bushels. This is a step forward, as must be any movement toward the unification, and, therefore, the simplification, of trade terms in all the exchanges

of the country. Some day scientific inspection may get similar recognition.

The experimental voyage of the Mississippi River whaleback flotilla seems to have been an entire success, the down trip being made without a mishap in nine days. Of course, one swallow doesn't make a summer, but one may be an indication of a change of season.

Albert Harrington of Minneapolis has begun a local movement to secure the removal of the tariff tax on imported wheat. He says, and perhaps truly, that the prices of American wheat would not be affected in the least by the removal of the duty, while the removal would throw Manitoba wheat to Duluth as a market and benefit American grain houses and transportation lines. This is interesting from an academic point of view, but one would hardly like to advise Mr. Harrington to waste much sleep on the details of the question just now. Tariff tinkering hasn't been popular in the States for several years past.

Mr. Phillips has revived the "corner." It will be popular—until somebody goes broke. But it is the fad now. Not to mention that Spencer Kellogg of Buffalo is thought to be working a milking in flaxseed, the cold storage men are pushing musty eggs up to two prices, while—worse than all—two speculators have cornered cabbage in Milwaukee and elevated prices from \$3 up to \$15, with a prospect of \$20 per ton before January 1. If now someone should corner the trimmings of the kraut—the wienerwursts or the spare ribs—one shudders to think of what might happen to the foundations of Milwaukee society.

The many friends of Edward G. Heeman, recently manager of the receiving department of Ware & Leland, Chicago, are sorry to learn that he has left the grain business and engaged in another line in New York City. Mr. Heeman has made an enviable record in the grain trade and his presence and work will be missed both in Chicago and in the West, where his years of work have made him well known. In the meantime, the business of Ware & Leland, in its various departments, will be conducted without other change. All the old traveling representatives remain with them and customers of the firm will receive the same careful and prompt attention as formerly.

If the courts were as keen to "soak" the bucketshop gamblers as they have lately been to "soak" commission houses for the benefit of customers who plead gambling as a defense against deliberately incurred liabilities, the evil of grain gambling, which the judges view with such alarm, would be measurably mitigated. The fact that paper deals are made in grain ought not to blind the courts to the fact that paper deals are incidental only and not the real business of a board of trade. Populism in the courts is really getting to be very tiresome, especially when courts of the same rank persist in throwing every protection around establishments that notoriously are nothing but public gambling houses, in which the operators (?), calling themselves commission men, are stakeholders as well as

referees and thimble-riggers of the game. The court that can't tell the difference between a board of trade deal and a play in a bucket-shop needs good strong glasses and instructions how to use them.

The remodeling of the Illinois warehouse law would at least create a more wholesome feeling in the trade, by taking away the unfair control which certain buyers now have over public grain. But that such change of the law would restore old-time conditions in the trade may well be doubted, seeing that for the year ended October 31, 1900, only 23 per cent of the grain (72,961,273 bushels) received at Chicago went into the public elevators, so-called.

Plugging cars is one of the subjects which have recently engrossed the attention of the Kansas grain trade. It has been thought that these old subterfuges for making a temporary good showing in shipments had entirely disappeared, but it seems that some dealers, with considerably less than the average amount of foresight, still sometimes think that they can make a little extra money by questionable methods. While dishonest methods never succeed in the long run, they yet serve to bring disrepute to the entire trade, so that the innocent suffer to an extent with the guilty. It is certainly time that these purblind members of the grain fraternity should cease these old, worn-out practices.

The refusal of certain exchanges to join Chicago in the organization of a new telegraph company, to control board quotations, coupled with the rulings of the courts as to the rights of certain concerns commonly held to be bucketshops doing much business, has given the Chicago Board of Trade a black eye in its fight on the gamblers, especially as the existing telegraph companies do not give any promise of assistance in protecting the Board against the bucket-shoppers. The action of the rival exchanges seems to have been based on a short-sighted and selfish policy, which is not entirely creditable to them or to their sense of the proprieties exchanges should exhibit with reference to the common gambling which their action certainly encourages.

The revenue reduction bill of the Ways and Means Committee contemplates the abolition of the two-cent stamp tax on bank checks, certificates of deposit, etc., the one-cent tax on telegraph messages and express receipts, and the stamp taxes on deeds, notes and mortgages, insurance policies and leases. It does not appear, however, from press reports of the bill, that the pestiferous tax on board of trade transactions go the same way, although the brewers get relief by a net reduction of 25 cents per barrel of the tax paid by them. It were, perhaps, ungracious to look a gift horse, even that of one's own servants, in the mouth for bad teeth, but with all due respect to Congress it must be said that any legislative body that will reduce the beer tax from \$1.85 to \$1.60 per barrel and permit the transactions taxes to remain unrepealed, fairly deserves all the mean things that will certainly be said of it, and this, too, in spite of the fact that the

remnants of the opposition party of the House complain because the beer tax is not still further reduced.

In assuming, as some agriculturists do, that the only difference in feed value between the wet and the dried brewers' grains is the absence of water in the latter, they are led into an important error, which the New Jersey Agricultural Experiment Station some years ago exposed. The bulletin is, unfortunately, not now at our hands, but there appears to be a very great difference in the physiological effect, when the grains are fed dry to dairy cows, which is beneficial, from that attained when they are fed wet, which is detrimental. It is not wholly a question, as one writer puts it, of the cost per pound of protein, but of other qualities as well. It is now, we believe, generally agreed by the analytical experts of the experiment stations that all "slops" (from distillery, sugar house or brewery) are more wholesome and give better results when fed dry rather than wet.

The Minnesota markets have been again this year the victims of endless newspaper controversy over the inspection system. The wheat and the flaxseed of this crop are both so hard to handle as to give rise, naturally, to many complaints, but the jangle between the elevators at Duluth and the department, and also between the two branches of the department at Duluth and Minneapolis, over flaxseed, gave color to the controversies carried on for partisan purposes in the state press prior to and somewhat since election and the charge that the department is incompetent for its work. The trouble over flax was patched up, but not without mischief being done in the country. Minnesota should now take warning by this experience to adopt the Stevens scientific method of flax inspection, and also manage in some way to eject some of the politics from the grain office—as might some other states as well.

At Mazeppa, Minn., the shareholders of the Mazeppa Farmers' Elevator and Mercantile Company about December 1 closed up a year's business and found themselves about \$1,000 ahead on a grain business of about \$110,000. They were not surprised—certainly not, as a profit was just what was expected, even if it was only 1 per cent. At Fosston, Minn., however, the 250 shareholders of the Alliance Elevator Company about the same time had a genuine surprise party. Certain creditors, who shall be, as they had been, nameless, dropped in on the company with claims aggregating \$9,000, a sum which was subsequently increased to \$13,000. One of the two managers disposed of his property and left the country, leaving his bondsmen in the lurch, while the other stood up like a man and put his two farms into the bondsmen's pool to pay the debts. At Madelia the receiver of the Farmers' Warehouse Company is trying to collect of the late directors a note of \$2,000, made by them and assigned to one of their number. All of which goes to show that successful co-operation in the grain business requires a peculiar order of managerial talent that is quite as scarce as bonanza gold mines. Meantime,

in another corner of Minnesota a line company is not putting money in its purse by fighting a farmers' elevator company by paying nine cents for wheat above the market. The farmers keep their house open, but haul their stuff to the line company's elevator, which is accused of paying so much less in their towns where they have no competition—getting a bad reputation in both instances. Perhaps this is good business.

J. M. Sinclair, representative of the minister of agriculture of New South Wales, who, in company with Mr. Mathieson, commissioner of the Victorian Railways, made a tour of America for the inspection of the grain elevator system, has reported in favor of the bulk handling of Australian grain, as opposed to the old bag system. He finds both steamship owners and British buyers favor the bulk system of shipment, and that even the insurance men do not oppose it. It appears that the dogma that grain cannot cross the equator safely except in bags has become so far obsolete that the bulk of the Argentine wheat sent to Europe from the 1899-1900 crop went in bulk, 22 to 26 days out, the grain when loaded having been emptied from the bags into the steamer's hold. In short, Mr. Sinclair recommends that the bag system be wholly abolished and the American system of country and terminal elevators be substituted as more economical and expeditious. He finds, also, that a less complicated system of grading wheat than that in use in the United States will answer every purpose in Australia.

The waterways schemes are at the front now and demanding all kinds of money. First, because most stupendous, is the report of the Deep Waterways Commission, which outlines a scheme for a 21-foot channel from the Great Lakes to the Atlantic, to cost \$206,358,000, or a 30-foot channel at \$317,284,500, to which add cost of deepening the harbors of Chicago and Duluth, making a magnificent total of \$326,892,000. Then we have the Illinois River canal scheme, in connection with the Chicago Drainage Canal, to cost from \$8,000,000 to \$12,000,000; then the deepening of the Ohio and the Mississippi channels, with those of their tributaries—divers and sundry millions more. As a certain amount of money must be spent in this way, it is at least a hopeful sign that the report on the Illinois River improvement, which appears to have the right of way in Congress, recommends a barge rather than a ship canal. For a comparatively moderate sum such a canal can be made, and, with a depth of ten to twelve feet, might be useful to the West, just as the proposition of a 21-foot channel for ships that could not sail in such a shallow channel, even if they could find the double cargos to carry out on the prairies and back again, is absurd. The facilities for handling grain at a low cost in these days have rendered the ship canal from the lakes a useless waste of money, while at the same time those very facilities have made the barge canal desirable as an arbiter of freight rates wherever such canals can be made along the lines of the transcontinental movement of such materials as grain, ores, etc., in one direction and heavy package freight on the return.

Trade Notes

J. N. Heater, who makes his headquarters at Kansas City as Southwestern representative of the S. Howes Co. of Silver Creek, N. Y., was married on Thanksgiving Day at Platte City, Mo., to Miss Anna L. Broadus.

Geo. M. Moulton & Co. of Chicago have prepared plans and specifications for a 600,000-bushel elevator for the Wm. Rahr Sons Co. at Manitowoc, Wis. This will make the storage capacity of this malting company over a million bushels.

The Garry Iron & Steel Roofing Co., Cleveland, O., have just made shipment to China of a large Pneumatic Crane and Car Jacks for use on the Eastern Chinese Railway. They also have orders for twelve other cranes to be shipped to Europe.

H. A. Foss, Board of Trade weighmaster, Chicago, as usual at holiday time, is remembering his friends with a handsome combination diary, memorandum and cash account book. It is tastefully bound in leather and the name of the recipient is stamped in gold letters on the cover.

Manager C. N. Howes of the Invincible Grain Cleaner Co. of Silver Creek, N. Y., in a letter just received, says: "Orders are coming in from every quarter and we have received, among many others, an order for 33 machines intended for England. The prospects are very bright for 1901."

J. L. Ash, for the past four years traveling representative of the Olds Motor Works, has resigned his position to take a similar one with the Detroit Motor Works, whose offices are at 1383 Jefferson Avenue, Detroit, Mich. F. J. Watt, gas engine expert for the Olds Company, is now with the Detroit Motor Works.

Zanzibar Anti-Rust Paint, made by the Garfield Oil Co. of Cleveland, O., is a high-grade metal paint which prevents rust, is spark and weather proof and is guaranteed not to blister, crack or peel off. It is used from Manitoba to Texas and climatic changes do not affect its durability. Write the makers for samples and prices.

The International Sprinkler Co. of Philadelphia, Pa., are sending out to all who request it, a little booklet regarding their Automatic Fire Extinguishing Apparatus. They install this system complete on either the wet or dry pipe plan. The booklet gives many pertinent facts about the value of the sprinkler system of fire protection.

H. Kurtz & Son, Sac City, Iowa, well known as patentees and manufacturers of the Incline Elevator and Dump, call attention, in their advertisement this month, to two new specialties, viz.: The Special Car Mover and the Conveyor Car Loader. They quote prices on both of these and offer to send them C. O. D. subject to examination.

Last month we mentioned the completion of a large oil mill and flaxseed elevator on Staten Island, N. Y., for the American Linseed Oil Co. The Main Belting Co. of Philadelphia equipped the entire plant with their Leviathan Belting, aggregating several thousand feet, from 48 inches in width down. This belting has a long and successful record in elevating and conveying as well as power transmission.

The marriage of Mr. Walton C. Barbeau and Miss Martha A. Johnson occurred at Buffalo, N. Y., on November 12. Mr. Barbeau is the youngest son of Louis E. Barbeau, of the Eureka Works, Silver Creek, N. Y. They will reside in the latter place until spring, when Mr. Barbeau expects to go to London to manage the foreign business of The S. Howes Co.

N. H. Gentry, the noted swine breeder of Missouri, in a recent number of the Prairie Farmer, says that most of the bone element of the corn is in the cob. He has used corn and cob meal for several years and all the finest hogs he has produced have been fed this kind of feed, at least part of the time. He also gives it to all other kinds of stock. Mr. Gentry says he considers it very important to have the right kind of mill to grind the ear corn, and he has found the Bowsher

"Combination" the best of all he has tried. This mill is made by the N. P. Bowsher Co., South Bend, Ind.

A neatly printed and illustrated booklet just received from the Dodge Manufacturing Co., Mishawaka, Ind., gives a few descriptions and hints of the many power transmitting possibilities of the Dodge American System of Manila Rope Transmission. Nothing in the power transmission line is seemingly too large or too complex to be satisfactorily handled by this company.

During the past ten days the Robert Aitchison Perforated Metal Co. of 303 Dearborn Street, Chicago, have closed a contract with one of the large thrasher manufacturers of the Northwest for their season's supply of perforated metals. They have also closed a contract for over 60,000 square feet of perforated steel for malt machinery. Business is very good with them and the outlook promising for its continuing in this way.

The N. C. (New Century) catalog of the Charter Gas and Gasoline Engine is just out. It contains 32 large pages and covers, which contain many illustrations of the various types of Charter Engines, sectional views, plans for installation, etc. The Charter Gas Engine Co. of Sterling, Ill., have been making gasoline engines for many years and their experience covers such a wide range that their advice should have weight with prospective purchasers.

The Borden & Selleck Co., Chicago, report recent sales of Howe Wagon and Hopper Scales to Northern Grain Co., Chicago; Gilchrist & Co., McGregor, Iowa; Hunting Elevator Co., McGregor, Iowa; Houstain Bros., Minneapolis, Minn.; Nye & Schneider Co. for elevators at Mason City, Iowa, and Fremont, Neb.; Younglove, Boggess & Co., Mason City, Iowa. Railroad track scales to William Burke, Friend, Neb. Sales of Howe Gasoline Engines to Jetter & Jetter, Plano, Ill.; P. Koenig Coal Co., Detroit, Mich.; L. W. McGivney, Pond Creek, Okla.; Turner & Turner, Wayne, Neb.; T. A. Englehart, Redwood Falls, Minn.; Fremont & Henton, Butler, Mo.; T. M. Polson, Cedarvale, Kan.; H. Bonecoy, Bozeman, Mont.; Allman & Putnam, Massillon, O.; Wood & Smith, Portage, Wis.; H. Hardisin & Co., Detroit, Mich.; E. F. Shepard, Chagrin Falls, O.

In order to keep pace with the enormous demand for Eureka Grain Cleaners, The S. Howes Co. of Silver Creek, N. Y., have erected a thoroughly up-to-date electric lighting plant. The building occupied is 50 feet by 40 feet, and was specially erected for the purpose, the interior being finished in hardwood and varnished. The motive power is supplied by a 25-horsepower Anderson Gasoline Engine, running a direct-current machine. The dynamo is capable of lighting 250 lamps. Beyond starting, stopping and an occasional oiling, the plant is as nearly automatic as it can be made, and the owners are to be congratulated upon having such an efficient method of illuminating their works. The 100 men who have been employed every night for the past two months will no doubt appreciate the innovation as much as the proprietors. The secretary, in a note just received, says: "Business with us is in a most flourishing condition. We have more than 175 orders on our books, including wheat washers and dryers having a combined capacity of 5,400 bushels per hour, three machines being intended for the largest milling firm in Europe, one for a concern in Canada, and others for parties on the Coast and the Eastern states. Two monster scourers are being shipped to the Pillsbury-Washburn Co. They measure 12 feet over all and are the largest machines of the kind in the world."

Duluth elevator men expect to handle and store enough corn this winter to make up for the deficiency in the wheat receipts.

The British steamship Glenturret in November chartered to load 110,000 bushels of wheat for Europe from Puget Sound via Suez Canal. This is said to be the first grain cargo that ever went to Europe over that route. The ship will touch at Yokohama, Kobe, Hongkong, Manila, Singapore and Colombo, handling local freight en route.

ILLINOIS VALLEY GRAIN DEALERS' ASSOCIATION.

A district meeting of the Illinois Valley grain dealers was held at LaSalle, Ill., December 11. The call was issued by the secretary of the National Grain Dealers' Association, the object of the meeting being to organize an association of grain dealers doing business along the Chicago, Rock Island & Pacific Railroad and in contiguous territory. The meeting was called to order at 5 o'clock p. m. in the parlors of the Harrison House.

The following grain dealers were in attendance: H. T. Truby, of M. Truby & Son, Joliet; R. Oliver, of David Oliver, Joliet; M. J. Hogan, Seneca; J. A. Jamieson, Marseilles; Wallace Armstrong, of W. R. Mumford Co., Chicago; L. B. Wilson, of Ware & Leland, Chicago; C. L. Douglas, Ottawa; Joseph F. Kilduff, LaSalle; R. T. Harrington and Arthur Sawyers, Calumet Grain and Elevator Company, Chicago; George Beyer, of Depue; J. H. Carlin, Utica; F. M. Shaw, Ladd; J. C. Dewey, Anawan; Joseph Farrell, Peru; Vivian L. Anderson, Anawan; R. P. Macauley, Atkinson; W. A. Muzzy, Atkinson; W. M. Hirschy, Spring Valley; Geo. C. Dunaway, Utica; W. D. Holley, representing Robert Unzicker of Peru, and George E. White, division freight agent of the C., R. I. & P. Railway and B. F. Walter, traveling representative of the Illinois State Grain Dealers' Association.

The meeting at once resolved itself into an experience meeting, each member relating in turn the customs prevailing in his territory as to margins of profit, storage, advancing money to farmers, etc., and stating his grievances, if any. It was learned that the margin of profit averaged about one cent a bushel, that free storage for thirty days, with a charge of one-half cent per month thereafter, was the usual rule, and that most of the dealers were advancing money to farmers.

B. F. Walter, traveling representative of the Illinois State Grain Dealers' Association, was present and addressed the meeting, offering his services in behalf of the new association and extending the good will of the state organization. He laid special emphasis on the importance of organizing district associations as additional spokes in the wheel of progress among the grain dealers of the state. The discussion was participated in by several dealers present and the opinion prevailed that it would be well to affiliate with the state or national association of grain dealers, or with both. An adjournment was then taken for supper.

The meeting reconvened at 7:30 p. m. It was moved by R. P. Macauley of Atkinson and seconded by Vivian L. Anderson of Anawan that an independent organization of grain dealers be formed to be called the Illinois Valley Grain Dealers' Association. Carried.

On motion of F. B. Shaw of Ladd, Arthur Sawyers of Chicago seconding, Joseph F. Kilduff of LaSalle was appointed temporary chairman. A committee of three was appointed by the chairman to formulate a constitution and by-laws. This committee, consisting of Joseph Farrell of Peru, C. L. Douglas of Ottawa and J. H. Carlin of Utica, after retiring for consultation, reported an elaborate constitution and by-laws, which were unanimously adopted.

Joseph F. Kilduff of LaSalle was elected permanent chairman and George C. Dunaway of Utica, secretary and treasurer.

It was voted that the initiation fee of charter members joining the association and paying annual dues during the first month be suspended.

By a unanimous vote, on invitation of Traveling Representative B. F. Walter, the chairman and secretary were instructed to make application to the Illinois State Grain Dealers' Association for a charter as a branch of that organization. Mr. Walter cordially welcomed the new association into the fold of the state organization and promised his best personal efforts to increase its membership and assist in smoothing over all difficulties.

It was resolved to appoint temporary chairmen, one in each county, whose duty it should be to look after the affairs of his own territory. The following county chairmen were appointed: LaSalle County, Joseph F. Kilduff, LaSalle; Bureau County, George Beyer, Depue; Henry County, R. P. Macau-

ley, Atkinson; Marshall County, Wm. Riddell, Sparland; Grundy County, O. T. Wilson, secretary Morris Grain Company.

The following dealers paid their annual dues and were enrolled as charter members of the new association: W. M. Hirschy, Spring Valley; J. F. Kilduff, LaSalle; George Beyer, Depue; J. H. Carlin, Utica; F. M. Shaw, representing the Churchill-White Grain Co. of Ladd; the Calumet Grain and Elevator Company; the Dunaway-Ruckriegel Co., Utica; Ware & Leland, Chicago; C. L. Douglas, Marseilles; Joseph Farrell, Midway; M. J. Hogan, Seneca; Bruce & Jamieson, Marseilles; Jamieson & Bartley, Seneca.

Several other dealers signified their intention to join, but were compelled to leave to catch trains for home before the organization was completed.

After voting to reimburse the organizers of the association for the expenses incurred, and a vote of thanks to the outsiders who had assisted in the work, the association adjourned, to meet at LaSalle at 2 o'clock p. m., December 27.

DOTS AND DASHES

The Manitoba warehouse commissioner up to November 24 had issued 505 elevator and warehouse licenses.

The C. P. elevator at Depot Harbor, Ont., on Parry Sound, handled about 14,000,000 bushels of grain during the navigation season just closed.

The Minneapolis Chamber of Commerce has refused an offer of \$75,000 for the old chamber building. The new building will cost about \$600,000.

Broomcorn brokers at Arcola, Ill., say that half the broomcorn of last crop has been sold, and the balance is moving freely at \$70 to \$90 per ton according to quality.

Philadelphia claims the loading record with 156,576 bushels of corn loaded into the SS. Blodwen at Girard Point in five hours and thirty-five minutes on November 20.

Former Chief Inspector Clausen and G. F. Moulton of Minneapolis are candidates for the office of chief inspector of grain for Minnesota under the new administration in that state.

The American Exporters' Association had a conference at New Orleans on December 3 with the steamship owners at that port, looking to the securing of more tonnage to European ports and better rates from Gulf ports. As a result of the conference it is expected that more western wheat and corn will find the seaboard through Galveston and New Orleans than ever before.

State Grain Inspector Wright of Washington will recommend to the Legislature of that state that his department be constituted an information bureau as well as inspection department. His plan includes the securing of correspondents in the twelve leading grain growing counties of the state, whose duties it shall be to collect data relative to the crop in order that an accurate idea may be secured as to its extent and conditions, and also to forward experimental work and report upon its success. It is desired that an appropriation sufficient to cover the cost of such a service, together with the publication of bulletins, be made. The inspector cites in support of his plan the success attendant upon experimental culture of blue stem wheat a few years ago, whereby a new and profitable variety of grain was added to the club wheat then universally grown.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending December 8, as compared with same weeks last year, have been as follows:

Articles.	For week ending Dec. 8. Dec. 9.		For week ending Dec. 1. Dec. 2.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	1,607,000	1,683,000	1,220,000	1,083,000
Corn, bushels.....	4,600,000	4,042,300	6,352,000	4,613,000
Oats, bushels.....	652,000	714,000	1,008,000	135,000
Rye, bushels.....	11,000	17,000	18,000	.....
Barley, bushels.....	10,000	.....	138,000	.....
Flour, barrels.....	300,000	371,100	218,400	357,400

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Dec. 12 has been as follows:

November.	NO. 2* R.W. WHT.		NO. 1 NO. 2 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.	75 1/2	75 3/4	73 1/4	74 1/4	39 1/4	40	22 1/2	23	47 1/2	47 3/4	182 1/2	182 3/4
13.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
14.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
15.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
16.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
17.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
18.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
19.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
20.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
21.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
22.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
23.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
24.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
25.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
26.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
27.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
28.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
29.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
30.	72 1/2	72 3/4	72 1/4	73 1/4	39 1/4	39 1/2	22 1/2	23	46 1/2	46 3/4	182 1/2	182 3/4
December—	71	73	69 1/2	70 1/2	35 1/2	35 1/2	22 1/2	23	164	164	164	164
1.	71 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
2.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
3.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
4.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
5.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
6.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
7.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
8.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
9.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
10.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
11.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2
12.	72 1/2	73 1/2	70 1/2	70 3/4	36	36 1/2	22 1/2	23 1/2	49	49	164 1/2	164 1/2

* Nominal price. † Holiday.

During the week ending November 16, Prime Contract Timothy Seed sold at \$4.25@4.30 per cental; Prime Contract Clover Seed at \$10.00; Hungarian at \$0.65@0.85; German Millet at \$0.85@1.10; buckwheat at \$1.10@1.25 per 100 pounds.

During the week ending November 23, Prime Contract Timothy Seed sold at \$4.24@4.40 per cental; Prime Contract Clover Seed at \$10.00; Hungarian at \$0.65@0.80; German Millet at \$0.85@1.10; buckwheat at \$1.10@1.25 per 100 pounds.

During the week ending November 30, Prime Contract Timothy Seed sold at \$4.45@4.55 per cental; Prime Contract Clover Seed at \$10.00; Hungarian at \$0.65@0.90; German Millet at \$0.85@1.10; buckwheat at \$1.10@1.25 per 100 pounds.

During the week ending December 7, Prime Contract Timothy Seed sold at \$4.50@4.60 per cental; Prime Contract Clover Seed at \$10.00@10.25; Hungarian at \$0.70@0.90; German Millet at \$0.85@1.35; buckwheat at \$1.10@1.30 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the twenty-two weeks ending Dec. 3, for the last two years, according to the Cincinnati Price Current, were as follows:

	1900.	1899.
St. Louis.....	15,299,000	6,859,000
Toledo.....	6,430,000	6,772,000
Detroit.....	1,431,000	1,895,000
Kansas City.....	24,796,000	10,886,000
Winter.....	47,956,000	29,382,000
Chicago.....	28,078,000	16,201,000
Milwaukee.....	3,759,000	5,444,000
Minneapolis.....	38,216,000	41,590,000
Duluth.....	10,012,000	35,003,000
Spring.....	80,065,000	98,238,000
Total bus., 22 weeks.....	128,021,000	127,600,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 16 months ending with November as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1900-01.	'99-1900.	1900-01.	'99-1900.
August.....	1,125,750	624,375	749,135	670,392
September.....	764,250	1,231,875	522,880	775,135
October.....	931,500	1,163,814	536,664	848,149
November.....	746,384	1,068,698	490,505	555,308
December.....	812,875	812,875	494,339	494,339
January.....	174,000	283,423	283,423	283,423
February.....	259,500	110,605	110,605	110,605
March.....	339,750	221,345	221,345	221,345
April.....	198,750	90,953	90,953	90,953
May.....	266,250	204,890	204,890	204,890
June.....	16,500	16,068	16,068	16,068
July.....	20,000	53,361	53,361	53,361
Total bushels.....	3,567,884	6,297,382	2,299,184	3,773,908

New Orleans on November 26 started the SS. Boliviana to Rotterdam with a cargo of 7,500 tons (185,000 bushels) of wheat, being, with one exception, the largest cargo that ever left that port.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of November, 1900:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	704,883	302,242	128,118	583,373
Corn, bushels.....	4,598,212	3,856,716	3,070,149	4,183,596
Oats, bushels.....	468,300	240,902	210,000	257,867
Barley, bushels.....	7,100	24,186	1,604	.....
Rye, bushels.....	118,983	52,835	25,714	.....
Timothy Seed, bushels.....	4,179	16,239	.....	13,959
Clover Seed, bushels.....	3,076	22,054	1,73	19,196
Hay, tons.....	4,626	3,070	1,424	867
Flour, bbls.....	814,616	354,114	237,294	334,908

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	1,348,157	1,222,386	457,870	957,353
Corn, bushels.....	2,191,914	1,281,808	1,701,556	1,053,190
Oats, bushels.....	1,139,060	651,652	555,712	70,645
Barley, bushels.....	13,000	281,297	16,666	263,889
Rye, bushels.....	1,000	47,800	.....	15,602
Flax Seed, bushels.....	112,774	256,090	137,065	296,982
Hay, tons.....	14,150	17,010	Bls. 1,820	Bls. 26,176
Flour, barrels.....	262,572	228,858	175,407	170,324

BUFFALO—Reported by Chas. H. Keep, secretary of the Merchants' Exchange. Shipments by rail only:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	6,678,462	6,060,268	3,739,000	3,175,500
Corn, bushels.....	7,120,770	1,281,808	6,548,000	2,151,000
Oats, bushels.....	2,550,017	3,215,700	2,349,000	3,601,000
Barley, bushels.....	2,183,572	3,399,960	731,000	2,156,900
Rye, bushels.....	1,001,955	617,142	38,000	227,000
Grass Seed, bu.....	75,255	116,400	.....	.....
Flaxseed.....	2,378,795	2,265,334	.....	.....
Hay, tons.....	1,609,251	1,378,162	.....	.....
Flour, barrels.....	.....	.....	.....	.....

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	8,930,372	9,360,290	5,164,139	815,684
Corn, bushels.....	7,835,836	6,833,796	9,530,173	9,267,074
Oats, bushels.....	4,635,047	7,147,291	4,999,787	8,037,173
Barley, bushels.....	2,048,274	2,299,595	502,341	773,674
Rye, bushels.....	89,439	182,541	61,099	255,275
Timothy Seed, lb.....	3,178,289	4,630,858	710,416	2,929,171
Clover Seed, lb.....	1,152,140	912,147	545,764	1,273,584
Other Grass Seed, lb.....	1,152,956	559,170	2,433,608	931,167
Flaxseed, bushels.....	677,872	1,092,880	578,638	451,750
Broom Corn, lb.....	906,745	4,030,210	777,523	1,043,459
Hay, tons.....	20,012	19,401	499	1,159
Flour, barrels.....	509,896	533,548	403,156	401,566

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	72,538	78,055	48,463	54,974
Corn, bushels.....	410,506	354,018	165,086	96,188
Oats, bushels.....	351,904	222,973	119,695	54,603
Barley, bushels.....	129,062	127,330	862	2,122
Rye, bushels.....	26,414	60,288	10,311	25,923
Timothy Seed, bags.....	3,279	3,810	638	1,357
Clover Seed, bags.....	2,217	3,078	782	2,001
Other Grass Seeds, bags.....	9,465	10,558	4,874	5,044
Hay, tons.....	6,014	8,741	2,636	5,158
Flour, barrels.....	220,988	245,294	186,322	214,065

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	213,877	465,270	61,747	102,197
Corn, bushels.....	1,272,562	850,098	1,099,876	423,142
Oats, bushels.....	879,688	452,268	480,261	56,044
Barley, bushels.....	55,668	189,882	11,000	2,691
Rye and other cereals, bu.....	3,025	1,518	4,000	568
Flaxseed, bushels.....	.....	.....	25,500	.....
Hay, tons.....	16,043	6,411	2,054	332
Flour, barrels.....	61,200	55,750	29,510	26,000

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Wheat, bushels	204,667	255,188	61,760	116,414
Corn, bushels	377,867	298,366	146,792	148,182
Oats, bushels	357,735	293,706	83,593	6,500
Barley, bushels	270,603	34,115	7,027	
Rye, bushels	20,389	18,938	31,533	17,003
Hay, tons				
Flour, barrels	26,300	10,300	20,100	8,600

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

The Chicago & Grand Trunk Transfer Elevator, at Elsdon, which is leased by Rogers, Bacon & Co., is closed down at present.

The Indiana Elevator, operated by the American Cereal Co., appears much more conspicuous than formerly because of the variegated Quaker Oats advertisements which have been painted on all sides.

R. H. Truitt's Elevator, located in a lonesome spot on the Belt Railway, near Oakdale, was entered by thieves one night recently and a steam boiler removed. No trace of it has since been obtained.

The Atlantic Elevator, on Goose Island, which was operated day and night during the fall, is only operated at intervals now. On the 14th ult. the steamer Pueblo was loaded with 100,000 bushels of wheat for Buffalo.

The Hayford Elevator, now owned by C. H. Fowler, has put iron doors on the openings connecting the brick engine house with the elevator, thereby conforming with insurance rules. This plant has been idle since last April.

Chas. Counselman & Co.'s Englewood Elevator, leased from the C. & R. I. & P. Ry., has recently received additional improvements, including the painting of the iron smoke stack and the dust collectors. The house is not in operation at present.

The Wabash Transfer Elevator at Seventy-seventh and Rockwell streets Forest Hill, has been run only at intervals during the past season. It has a capacity of 190,000 bushels and is operated by Pratt & Co. S. W. Grosh is the superintendent.

The New England Elevator is still closed down after a considerable season of idleness and the date when operations will be resumed is indefinite. The plant is admirably located for business on the C. & G. T. Ry. at Forty-ninth Street and Homan Avenue.

The Armour Elevator Co. have a small fleet of canal boats transferring grain between their Goose Island plants and the Columbia Elevator on the South Branch of the river. The boat Pallis has a capacity of 4,500 bushels and the Kennebec of 5,500 bushels.

The Hawkeye Elevator on the Michigan Central Railroad at West Hammond, is a very busy house these days. The owners, the Stuhr Grain Co., are making several very important improvements. The storage capacity is 700,000 bushels. Frank Noath is superintendent.

The Chicago Railway Terminal Elevator Co. own a fleet of canal boats, as follows: The Gilley, Congdon, Stoneburgh and Dewey. These are used for transferring grain between the company's houses on the South Branch, viz.: The Galena, City, Iowa and the Union and Annex.

The steamers Urania and Jas. K. Langdon of the Ogdenburg Line, on November 22 were loaded with corn from Armour Elevators E and F and completed their cargoes at the St. Paul and Fulton Annex Elevators. The former vessel carried 208,000 bushels and the latter 108,000 bushels, both bound for Buffalo.

Mr. Bowerman, who formerly operated the Fox & Bowerman Elevator at South Chicago, has retired from the grain business for the present and allied himself with a corporation owning timber and mineral lands in the South. He has gone to that part of the country on a prospecting and exploring expedition.

The Calumet Elevator Co. have installed in their elevator A at South Chicago a new rubber conveyor belt 416 feet long and 34 inches wide, furnished by the Revere Rubber Co. of Boston. This house has had a very busy season and at present is working to its full capacity. J. D. Sayre is superintendent and J. L. Cox, foreman.

Improvements are always in order at the Belt Line Elevator, Eighty-fifth Street and Stewart Avenue. All the frame buildings that formerly stood near the elevator have been removed. A nice frame building, 30x25 feet, has been erected some 125 feet south of the boiler house, to be used as a millwright's shop. A new buggy house and horse shelter has also been constructed. J. B. McCann is superintendent.

The Galena Elevator has received a new coat, which, like Joseph's coat, has many colors. It is an advertisement of Nutflake Oatmeal, covering all sides of the building. The steamer W. R. Linn was loaded at this house on November 15 with 200,000 bushels of wheat for Buffalo. This is one

of the several houses owned and operated by the Chicago Railway Terminal Elevator Co. C. E. Zimmerman is superintendent.

The South Chicago Elevator Co. recently made some improvements in the cleaning department of their Elevator D. Two oat-clipping machines of small capacity were taken out and replaced by a new Eureka machine of 2,000 bushels' capacity. Several other improvements in this direction are contemplated. This plant is situated at Ninety-third Street and the Calumet River, South Chicago. E. M. Ashley is the superintendent and A. M. Melville the foreman.

Stege Bros.' new elevator at Mattison, Ill., is now in active operation and all the machinery is working smoothly. An attempt was recently made to crack the large safe in the office. The knob was blown off, the safe cracked and splinters blown in all directions, a hole being blown through a desk some 6 feet away. But the burglars did not succeed in getting the safe open, and so they departed, leaving behind a portion of their implements. The safe contained at the time over \$1,000 in paper money, which would have made a rich haul.

McReynolds' Elevator B, at Wood and Fifteenth streets, received several important improvements during the month it was closed down, prior to November 24. The old boilers were replaced with two new ones of larger capacity, made by John Mohr & Sons, each 16 feet by 60 inches. The fire pump has been moved from the boiler house to the engine room. New sewers were put in and the installation of an engine of larger capacity is contemplated. The capacity of this house is 1,000,000 bushels. J. F. Kendall is superintendent and C. D. Hulverson is foreman.

The Michigan Central Transfer Elevator A at Kensington has been operated on an average of only two days a week the past month. Elevator B has run only about three days in the past three months. The owners and operators have taken advantage of this dull period to overhaul the machinery, rebabbit the bearings and replace the old fire apparatus with new. The steam-heating apparatus has been made secure and the plant placed in first-class condition generally, in preparation for getting down to hard work. Elevator B has storage room for 30,000 bushels.

Goose Island has a new fire engine house, which was erected by the Armour Elevator Co. and the C. & M. & St. P. Ry. Co. It will be occupied by an engine and city fire company No. 90. The above parties were led to make this arrangement with the city, owing to the inaccessible condition of Goose Island on account of the rebuilding of several bridges which were condemned. The North Branch of the river will shortly be supplied with two fire boats instead of one. The Queen, now stationed at the Minnesota Elevator, is to be moved south and the Chicago or Yosemite will replace it, and one of the boats will be stationed farther north in the vicinity of the Deering Harvester Works.

The Wabash Elevator, formerly the property of the Chicago Elevator Co., but now owned by the Wabash Railroad Co., is at present unoccupied and the bins are empty. The house ceased operating November 1. The new owners have gone to considerable expense lately in making repairs and improvements. The bin anchors were let down from 6 to 9 inches in the outside brick walls. An outside iron ladder was erected at each end of the building, and the exterior ironwork repainted. The dock is to be rebuilt and new boilers installed at an early date. This plant has good railroad and river facilities, being situated at Thirty-third Street and the South Branch. Its capacity is 1,500,000 bushels.

Chris Eck, formerly foreman of the C. & G. T. Transfer Elevator at Elsdon, has recovered rapidly from his accident of last September, and undoubtedly will soon be around again. It will be remembered that he was so unfortunate as to lose his leg from above the knee, while he was endeavoring to remedy a defect in the working of the power shovel. The machinery started suddenly, and the rope coiled around his limb and crushed it off. Mr. Eck's friends are tendering him a benefit in the shape of a raffle for a gentleman's and a lady's gold watch, to take place December 15. His friends and the fraternity in general have responded liberally, and the proceeds will be expended on an artificial limb.

The St. Paul and Fulton Annex Elevators, located on the river at North Canal Street and the foot of Fulton Street, have lately received improvements in addition to the many that were made since the houses were opened as "regular" elevators. The dock has been reconstructed the entire length of the plant. A large number of boats complete their loading at these houses. They do not take on full loads at the other elevators controlled by the Armour Elevator Co., owing to the danger of fouling the roofs of the tunnels or getting stuck in the river. The barge Centralia of Fairport, which

is a mastodon, having capacity for 225,000 bushels of corn, cleared from this house December 4 with 200,000 bushels of corn for Buffalo.

ILLINOIS.

Wm. Ernst is completing a new elevator at Carlock, Ill.

A. G. Smith is building an elevator at Union Hill, Ill.

Geo. R. Brown has gone out of the grain business at Diverman, Ill.

Henry Hampton has installed a new engine in his elevator at Hampton, Ill.

The new Ennes-West Elevator at Walnut, Ill., began taking in grain last month.

Carrington, Hannah & Co. have a new elevator just completed at Buffalo Hart, Ill.

W. A. Williamson has purchased the grain business of Allen Bros. at Saunemin, Ill.

A. L. McLaughlin of Oquawka, Ill., will build an elevator on the Iowa Central at Little York.

The Farmers' Elevator Co. are making preparations for building an elevator at Wapella, Ill.

The B. S. Constant Co., Bloomington, Ill., were recent purchasers of a No. 2 Victor Corn Sheller.

A 30,000-bushel elevator is being erected at Burton View, Ill., by the Gordon Milling & Grain Co.

Ed. Wood has sold his interest in the elevator at Armstrong, Ill., and moved back to his farm.

Wright & Wright have succeeded to the grain and feed business of J. H. Peters at Sparta, Ill.

It is expected that the new elevator at Williamsville, Ill., will be completed by the first of the year.

H. E. Ensley of Waverly, Ill., is increasing the capacity of his elevator, putting in a new dump, etc.

Risser & Perry are repairing and adding about 15,000 bushels' capacity to their elevator at St. Ann, Ill.

Carrington, Hannah & Co. will build a brick smokestack 65 feet high at their elevator at Gifford, Ill.

Henry Grube has purchased an acre of land at West Brooklyn, Ill., on which he expects to build an elevator.

J. H. Williams, Farmer City, Ill., has installed a No. 2 Victor Corn Sheller and a No. 2 Cornwall Corn Cleaner.

Wagner & Ellis, grain dealers of Fairbury, Ill., now have private telephone connections with Eureka and Secor.

The firm of Sale & Ward at Champaign, Ill., has been dissolved and Mr. Sale continues the grain and lumber business.

G. T. Burrell & Co. of Chicago have taken the contract for a new engine and machinery for the elevator at Scovel, Ill.

The Zorn Grain Co. of Bloomington is building a 40,000-bushel elevator at Leroy, Ill. The Reliance Mfg. Co. has the contract.

James W. Crosby, who lives near Round Grove, Ill., is completing an elevator at Sand's Station, on the C. B. & Q., near Lyndon.

J. W. Robertson & Co. have purchased the Richner Elevator at Mansfield, Ill., and will operate it in connection with their own.

R. F. Cummings of Clifton, Ill., has placed a larger gasoline engine, the old one being too small for the increased capacity of his elevator.

T. C. Williams, who recently sold his elevator at Mt. Morris, Ill., has gone on a trip to Washington and Oregon. He may locate in the West.

C. F. Churchill of Chenoa has retired from the grain firm of E. D. Churchill & Sons at Pontiac, Ill., on account of ill health. The firm name remains unchanged.

Samuel Meeker, president of the Granger Elevator Co., Manito, Ill., will help in running the business this winter, the increased trade demanding the attention of two men.

The Hayes Grain & Coal Co. of Hayes, Ill., has purchased the elevator at that place from Oliver Parker of Tuscola. This is a farmers' cooperative company, which was incorporated in February last.

J. T. Gelsthorp, who conducts a grain business at Beason, Ill., has sold his elevator at Tabor to Wiley, Marvel & Co. William Gambrel will conduct the Tabor Elevator for the purchasers.

Chas. L. Douglass, whose elevator lease at Mar-selles, Ill., expires in the spring, has secured J. N. Shuler's lease of the Eames Elevator at Ottawa and has taken charge of it. This elevator is located on the I. & M. Canal and Mr. Douglass will endeavor

to restore some of Ottawa's lost grain trade. Mr. Shuler will devote his attention to his grain business at Wedron.

The Barnard & Leas Mfg. Co. have sold through the Webster Mfg. Co., Chicago, a No. 0 Victor Corn Sheller, No. 0 Cornwall Corn Cleaner, No. 000 Victor Corn Sheller and a No. 2 Little Victor Corn Sheller and Cleaner.

F. M. Powell of Arthur, Ill., has purchased the Hudnut Co.'s elevator property at that place and also their elevators at Fairbanks, Williamsburg and Cadwell. He has operated this plant for a number of years under a lease.

The Keith Elevator property on the South Branch of the Chicago River has been sold for \$168,000, under the will of the late Edson Keith. The court appraisers fixed its value at \$250,000 and it was bid in for the statutory two-thirds by Susan Keith, Edson Keith, Jr., and W. W. Woodruff, heirs under the will.

J. B. Walton & Sons have completed their new elevator at Urbana, Ill. It is located on the Big Four. The main building is 24x60 feet, 28 feet high, with cupola 70x16x18 feet. The building contains 10 bins, each having a capacity of 3,000 bushels. Two of these are intended for ear corn. The handling capacity is 2,000 bushels per hour. A 10-horsepower electric motor operates the machinery, the current being supplied by a local company.

Dunaway, Ruckrigel & Co. of Ottawa, Ill., have purchased the Schroeder Elevator at Marseilles for \$5,500, making five elevators now owned by this firm. The plant has been operated under lease for several years by Chas. L. Douglass, who also had an option for its purchase. It appears that he intended to make the purchase but neglected to do so and let his option expire when it was at once bought by the Ottawa firm. Mr. Douglass contested the sale, but did not succeed in securing the property. His lease, however, does not expire until May 1.

Twist Bros., grain buyers at Pawnee, Ill., have overhauled their elevator and have added 25,000 bushels to their storage capacity, making a total of 140,000 bushels, the largest capacity of any elevator in the county outside of Springfield. They have also built a large cob burner and are now placing a large steel frame scale in position. Ulrich & Sons have also put in new drives and given their plant an entire overhauling, putting it in shape to handle the large crop of corn which is now being rapidly brought to that market. Both elevators have been handling between 6,000 and 7,000 bushels daily.

CENTRAL.

S. Bash & Co. are building an elevator at Hoagland, Ind.

The new elevator at Peabody, Ind., is now ready for business.

Caruthwaite Bros. have completed a new elevator at Cicero, Ind.

An elevator is being erected at Alliance, Ohio, for Huston & Hill.

J. M. Cain and others are building a grain elevator at Deshler, Ohio.

J. E. Wallace is now conducting a grain and feed store at Oxford, Ohio.

J. W. Trees & Son have sold out their grain business at Manila, Ind.

D. L. Bauman of Chase, Ind., expects to build a new elevator in the spring.

Biles & Johnson have added a feed mill to their elevator at Silverwood, Mich.

J. F. Pearson has sold his grain elevator at Terhune, Ind., to C. Cunningham.

The New Paris Grain Co. of New Paris, Ind., will build a new grain elevator.

Fremont Goodwine of Williamsport, Ind., will build a new 20,000-bushel elevator.

Felger Bros. are the successors of W. H. Murphy, grain dealer at Lewistown, Ohio.

Eugene F. Jones, grain buyer, formerly of Milford, Ill., is now located at Morocco, Ind.

Palmer & Miller of Rockford, Ohio, were recent purchasers of a No. 0 Victor Corn Sheller.

Ludeman & Walter have succeeded E. H. Wolcott in the grain business at Wolcott, Ind.

E. Henderson & Co. of Columbus Grove, Ind., are contemplating building a new elevator.

Frank Lynn has sold his interest in the grain firm of Lynn & Elward, at La Fontaine, Ind.

Farrar & Wood have succeeded to the grain business of Paul G. Wood at Lilly Chapel, Ohio.

Arnold & Nelson of Montpelier, Ind., who are doing business in the old Neal Elevator, contemplate building a new one in the spring. This is to have

capacity for 20,000 bushels, which is 14,000 bushels more than their present house has.

W. W. Summers of Ingomar, Ohio, has installed a gasoline engine and corn sheller in his elevator.

A 50-horsepower engine is being installed in Cartwright & Headington's elevator at Portland, Ind.

Henry C. Silver, Huntington, Ind., has admitted A. A. Weber into partnership in his grain business.

The Montpelier Elevator Co., Montpelier, Ohio, has been incorporated with a capital stock of \$10,000.

Gale Bros. of Cincinnati, Ohio, are contemplating building a transfer and cleaning house in that city.

The Otterbin Elevator Co. of Otterbin, Ind., is increasing the capacity of its grain elevator to 30,000 bushels.

Orin Smith has purchased the interest of his partner, W. D. Martin, in the grain business at Morocco, Ind.

Risser & Rich have awarded their contract to the Reliance Mfg. Co. for a new grain elevator at Templeton, Ind.

John T. Mathis has purchased the interest of his partner in the grain firm of Mathis & Hickman, at Corydon, Ind.

W. B. Cooley has an elevator on the L. E. & W. right-of-way at Hartford City, Ind., that is just ready for business.

The Churchill Elevator at Deweyville, Ohio, will probably be torn down and replaced with a larger and more modern one.

J. W. Ansted of Samaria, Mich., has just put in a 17-horsepower Detroit Motor Works Gasoline Engine for feed grinding.

Frutchey, McGeorge & Co. of Gagetown, Mich., will build a new and larger elevator to replace the one recently burned.

Fred Schlientz of New Madison, Ohio, has purchased Schreel & Son's elevator at Eldorado and will take possession January 1.

H. Griffith of Columbus, Ind., has recently made repairs in his elevator and put in new machinery supplied by the Reliance Mfg. Co.

W. J. Ross & Co., grain dealers of Ansonia, Ohio, are reported to have taken in 42,000 bushels of corn during three weeks of last month.

M. Duffy of Swanington, Ind., is building a new 75,000-bushel grain elevator at Otterbin, Ind. The Reliance Mfg. Co., Indianapolis, has the contract.

The Cecil Grain & Lumber Co. of Cecil, Ohio, has just completed a grain elevator at Woodburn, Ind., and expects to build a new elevator at Knox, Ind.

The Reliance Mfg. Co. has just finished an 80,000-bushel elevator at West Lebanon, Ind., and has started one at Johnsonville, Ind., for Ira Cadwalader.

The Colburn Grain Co. of Colburn, Ind., is increasing the capacity of its elevator about 25,000 bushels. The Reliance Mfg. Co. furnished the necessary machinery.

The J. N. Feidler Grain Co. of Cleveland, Ohio, has been incorporated by Jacob N. Feidler, Lena Feidler, George Smith, Peter Feidler and John Brunner, with a capital stock of \$20,000.

The Reliance Mfg. Co. has recently completed a new 20,000-bushel elevator for C. E. Bash & Co., at Huntington, Ind., and a 15,000-bushel elevator for John S. Huffer at Yorktown, Ind.

The Wayne Grain & Milling Co. of Leipsic, Ohio, have a splendid new elevator and feed mill plant at Belmore. It is said to be one of the most complete plants of the kind along the C., H. & D. road.

The Toledo Grain & Salvage Co. is a new corporation at Toledo, Ohio, composed largely of stockholders of the East Side Mills. They will enlarge their storage facilities and also put in more driers.

Botzum Bros., feed dealers at Akron, Ohio, have started work on a new building, which will afford them storage for 15,000 bushels of grain and several carloads of hay, lime and cement. It will be equipped with bucket elevators and other conveniences.

Burglars visited the grain office of Reichelderfer Bros., at Amanda, Ohio, one Sunday morning last month. They blew open the safe and secured \$50 in cash besides some checks. This firm has leased the Stevenson Elevator and will operate it in connection with their own.

Armed burglars made three unsuccessful attempts to blow the safe in the office of A. B. Cotree & Co.'s elevator at Burrows, ten miles northwest of Terre Haute, Ind., one night last month. Armed guards held the citizens at bay while the last two attempts were made. Failing

to break the inside vault, they had to leave without securing the \$3,000 contained therein.

G. M. Benfer is adding many improvements to his Union Elevator at Clyde, Ohio. The interior of the building is being remodeled and when completed will be up to date in every particular. A new twenty-horsepower gasoline engine is being placed in position, together with other elevator machinery, including a corn sheller and corn dump. A new cupola, 20 feet high, will be put on the elevator, and a new bin scale will also be put in.

The Advocate of Greenville, Ohio, under recent date, says: "The grain dealers in this city and the towns along the Cincinnati Northern are buying corn in immense quantities. Every elevator along the road is stocked to its fullest capacity. W. J. Ross & Co., at Ansonia, have over 50,000 bushels of the grain on hand and the elevator at Celina will soon have to refuse to purchase any more unless the car famine is relieved before long. The Northern's freight business is so large that their trains are running anywhere from five to twenty hours late. The elevators are running night and day to shell the corn and the farmers are coaxed to haul home loads of cobs when they deliver corn. The business is greater this year than ever known before."

WISCONSIN AND MINNESOTA.

An elevator is nearing completion at Cambria, Minn.

The Reiger Elevator at Plato, Minn., will soon be ready for business.

M. Guthrie is completing a new elevator at Blooming Prairie, Minn.

The Minnesota Elevator Co. are building an elevator at Triumph, Minn.

Howard & Bemis of Edgerton, Minn., have sold one of their elevators at Kenneth.

A new gasoline engine has been installed in the Duluth Elevator at Kerkhoven, Minn.

The new Grain Exchange Elevator at St. Louis Park, Minn., is now completed and receiving grain.

W. H. Morrison of Eau Claire, Wis., has built a nice store adjoining his elevator and will handle flour.

The Peavey Elevator replacing the one burned at Raymond, Minn., is now completed and doing business.

The Peavey Elevator at Butterfield, Minn., has been somewhat improved and a 5,000-bushel corn crib built.

Peter Lamby of Peebles has taken possession of the elevator which he recently purchased at Forest Junction, Wis.

The Reading Grain Co., Reading, Minn., have built a corn crib for handling the large corn crop raised in that vicinity.

It is reported that the Omaha Elevator at Washburn, Wis., is to be overhauled and equipped with new machinery this winter.

Cole & Hanson of Marietta, Minn., recently purchased a flat house of the Peavey Elevator Co. and have remodeled it into an elevator.

The farmers at Beltrami, Minn., have organized a company with a capital stock of \$10,000 and expect to erect an elevator this winter.

The Great Western Elevator Co. has built a corn crib at Hanska, Minn., thus affording the farmers a market for their corn at that place.

Costello Bros. are building an elevator at Prior Lake, Minn. The town has been without a grain market since the burning of the elevator last summer.

C. D. Holbrook & Co. of Minneapolis were recent purchasers from the Barnard & Leas Mfg. Co. of one No. 2 Corn Sheller and one No. 2 Cornwall Corn Cleaner.

The New London Milling Co., New London, Minn., is arranging to establish several more elevators along the Sioux City & Northern and Pacific Short Line roads.

Chas. Hill has resigned as agent of the Duluth Elevator Co. at Morris, Minn., and moved to Grey Eagle, where he has engaged in the grain and feed mill business for himself.

It is reported that the wheat buyers of Brandon, Minn., have been instructed to pay 2 cents a bushel above "list" prices in order to stop the drift of trade to Northern Pacific points, where the farmers claim to get better grades and prices.

The Northern Grain Co. has purchased, through Frank Gray, the old Bump & Gray Elevator at Janesville, Wis. This property is one of the oldest business enterprises of the city and is known to the most of the farmers of Rock County. Frank Gray and Hiram Bump were the original owners. Some years ago Mr. Gray disposed of his interest to Hiram Bump and the late P. H. Bump. After the

death of his father, P. H. Bump carried on the business until death took him away. Mr. Gray has been handling the business since then.

The S. Y. Hyde Elevator at La Crosse, Wis., was so full of grain early this month that there was talk of its closing its doors against any more receipts until shipments could be made.

The elevator occupied by J. F. Spoon & Co. at Janesville, Wis., has been remodeled and put in first-class shape for handling the growing business of this firm. The elevator was badly damaged by fire some time ago.

The new concrete annex of the Peavey Elevator at Duluth is now receiving grain. One half of the concrete bins are finished and the balance will be completed next spring. The total capacity will be about 3,000,000 bushels.

At a recent meeting of the stockholders of the Mazeppa Farmers' Elevator and Mercantile Company of Mazeppa, Minn., the following board of directors was elected: D. L. Philley, president; Herman Phillips, treasurer; W. A. Munger, secretary; Andrew Larson, John Riede, John Noel, Philip Arudt, Joseph Grossbeck and J. J. Cliff.

Three years ago the Alliance Elevator Co. was formed at Fosston, Minn., by about 200 farmers. For managers they chose Ole Lakness and Esten Leet, two farmers, who gave bonds for the faithful performance of their duty. About a month ago Lakness is said to have sold his property and left the country. Then heavy claims began to come in against the Company. A meeting was called and an investigation showed total claims of about \$13,000. Leet made an assignment of his two farms and other property, which will about cover the shortage. Just how this state of affairs was brought about has not been made clear, but the stockholders have voted to have a receiver appointed to close up the business.

WESTERN.

The F. C. Ayers Mercantile Company of Denver, Colo., wholesale grain and feed dealers, have bought land adjoining their warehouse at Sixth and Market streets, on which they will erect a large grain elevator.

Knight & Sons of Provo City, Utah, have built in connection with their roller mill, a 32,000-bushel elevator with all modern facilities for handling, cleaning and weighing wheat. Such elevators are few and far between in Utah.

The Northwestern Warehouse Co. has been organized and has leased the Northern Pacific's new warehouse at Tacoma, Wash. W. C. Ripley is manager of the new Company, which will be buying agent for G. W. McNear, Eppinger & Co. and Girvin & Pyre. The warehouse is 654 feet long, 154 feet wide and has capacity for 15,000 bushels. A grain cleaning outfit is being installed.

A newspaper dispatch, dated Lewiston, Idaho, December 3, says: The steamer J. M. Hannaford, owned by the Northern Pacific Railway, has been leased by F. W. Kettenbach, manager of a local grain company, and will be put in service here early next week to ply between Lewiston and Snake River points. Mr. Kettenbach announces that traffic arrangements have been made with the Northern Pacific Railway and a warehouse will be built near that company's property on the Snake River water front, where freight will be transferred. The move is interpreted as a big inroad in the Oregon Railway and Navigation territory by the Northern Pacific.

EASTERN.

Deweese & Bracken have a new elevator nearing completion at Paoli, Pa.

A new grain warehouse is being built for H. H. Capen at Spencer, Mass.

Chas. D. Hoover has opened up a hay, grain and feed business at Broadway, Va.

A 2,000,000-bushel elevator is mentioned as a possible improvement in East Boston, Mass.

McKenzie & Winslow, grain dealers at Fall River, Mass., are erecting additional storage for grain.

Geo. McGee of Redding, Conn., has closed out his grain and hay business and moved to Brookfield.

I. H. Estes' Sons, grain and hay dealers at Lynn, Mass., have made an assignment for the benefit of their creditors.

Daniel Yaukey & Son, grain dealers at Waynesboro, Pa., will occupy their new buildings at Altenwald this month.

It is reported that the Great Eastern Elevator at Buffalo, N. Y., will be rebuilt during the winter and early spring.

It is reported that the Buffalo Elevating Co. have decided to rebuild the Dakota Elevator on the site of the burned Sturgis Elevator at Peck's Slip and

the Buffalo River, Buffalo, N. Y. The new building will be of steel.

Phillips, Bates & Co., Hanover, Me., have installed an engine to operate the elevator in their grain establishment.

S. E. Sheffield & Co., South Glastonbury, Mass., are building an addition in the rear of their store for the storage of grain.

Charles Glazier has moved from Charlton to North Easton, Mass., where he has bought the grain store of M. Lord & Son.

The Lehigh Valley Railroad is said to have prepared plans and let the contract for another grain elevator at Caven Point in New York Bay.

Mark Emery & Son of North Anson, Mass., are now conducting their grain business in a commodious and conveniently located new building.

The Philadelphia Grain Co., Camden, N. J., has been incorporated with a capital stock of \$150,000, by W. S. Aberethy, F. R. Hansell and W. F. Eidell.

The Huntley Mfg. Co. of Silver Creek, N. Y., was a recent purchaser of two Cornwall Corn Cleaners and one Victor Corn Sheller made by the Barnard & Leas Mfg. Co.

M. L. & M. W. Graves, dealers in flour, grain, hay, etc., at Northampton, Mass., have made an assignment. They have been in business for 35 years. They had met with some unfortunate losses, including the burning of their mill four years ago.

The Buffalo Transfer Elevator Co. has been succeeded by The Iron Elevator & Transfer Co. at Buffalo, N. Y. The company will begin business with a capital of \$50,000. Milton Churchill of Chicago, Leroy S. Churchill of Toledo, George W. Bartlett and Thomas E. Ferguson of Buffalo are incorporators and directors for the first year. Work has been commenced on the foundation of a new elevator, which will be completed early next summer.

IOWA.

An elevator is being built at Campbell, Iowa.

K. Knudson is completing an elevator at St. Olaf, Iowa.

Pohl & Skow are the successors of A. R. Weaver at Chapin, Iowa.

S. T. Rohde & Co. will build a new grain elevator at Randolph, Iowa.

The Updike Grain Co. is enlarging its elevator at Dyersville, Iowa.

A 25,000-bushel elevator is being built at Hawkeye, Fayette Co., Iowa.

The Northern Grain Co. have built a good-sized corn crib at Lake Mills, Iowa.

M. C. Ott has completed an addition on his grain elevator at Wilton Junction, Iowa.

William Addington is the successor of C. C. Brewer, grain dealer at Castana, Iowa.

A. M. Davidson has purchased the grain business of Gilchrist & Co. at Riceville, Iowa.

George De Groot has sold his grain business at Bradgate, Iowa, to McMullen & Lancaster.

E. B. Michael of Bigelow, Minn., has purchased the Maricle Elevator at Storm Lake, Iowa.

J. N. Johnson & Co. have succeeded Mahoney & Johnson as grain dealers at Kanahwa, Iowa.

The Trans-Mississippi Grain Company has built a corn crib 150 feet long at Mondamin, Iowa.

Brooks & Brooks have succeeded C. B. Johnson & Co. in the grain business at Cornelia, Iowa.

The McFarlin Grain Co. of Des Moines, has purchased J. T. Horine's grain business at Templeton, Iowa.

Pease Brothers of Des Moines have purchased the grain business of J. W. Planalp at Storm Lake, Iowa.

W. C. Endorf Jr. is now engaged in the grain business at Toronto, Iowa, succeeding N. J. Edwards.

J. G. Leary, formerly of Lawler, has opened his new elevator at Ionia, Iowa, and is buying grain and hogs.

Paine & Samson, whose elevator at Algona, Iowa, was recently destroyed by fire, do not expect to rebuild.

Joseph Krob has purchased Jacob Wetzel's grain business at Lisbon, Iowa, and will take possession in the spring.

John W. Youngerman, who recently engaged in the grain business at Wauke, Iowa, has sold out to Spencer Smith.

C. H. Stone & Co. of Spirit Lake, Iowa, had their elevator destroyed by fire on the morning of October 13. Exactly four weeks later they had a new building on the same site so far completed that

they were able to take in grain. Under all the circumstances this is pretty rapid work.

The elevator at La Crew, Iowa, has been remodeled and D. M. Wilkinson is now buying grain in the improved plant.

The Thor Lumber & Grain Co., Thor, Iowa, has put in a 16-horsepower gasoline engine and expects to install a feed grinder.

H. K. Aggink & Co. have succeeded Hilmer Bros. at Sioux Center, Iowa. The latter have purchased elevators elsewhere.

The old elevator at Mt. Hamill, Iowa, now owned by L. Everingham & Co. of Chicago, is being repaired and will be put in operation soon.

A No. 1 Cornwall Corn Cleaner has been ordered for the Counselman Elevator at Dana, Iowa. A new house is being erected to take the place of the old one.

The Farmers' Elevator Company recently purchased the Spencer Grain Co.'s elevator at Cylinder, Iowa. Its capacity is 20,000 bushels and the price was \$1,800.

Wells Bros. have purchased Counselman & Co.'s elevator at Curlew, Iowa. S. A. Easton, who was the buyer at this point for eleven years, will remain in Curlew for the present.

James Carr has converted his grain warehouse at Lamont, Iowa, into an elevator. He has put in a good wagon dump, built a cupola for the elevating machinery and now has a very convenient plant.

J. E. Kennel has purchased the interest of his partner, D. K. Unsicker, of Wright, in the elevators at Fremont and at Butler, Iowa. Mr. Unsicker retains the elevator at Wright and will continue the business there.

Still Bros., who have been in the grain, hay and implement business at Mallard, Iowa, for the past eight years, have sold their business to John Liner. They will open a hardware and implement business at Emmetsburg after January 1.

The Des Moines Elevator Co., Des Moines, Iowa, expects to build next season a storage plant of 250,000 to 300,000 bushels' capacity adjoining the plant it put up a year ago. The style of construction has not been definitely decided on yet.

The Younglove & Boggess Co. of Mason City, Iowa, has been incorporated with a capital stock of \$25,000 to do a grain and elevator business. These gentlemen have been for some time engaged in the business of contracting and constructing grain elevators.

F. J. Reichmann of Remsen, Iowa, has sold out his interest in the grain, coal, lumber and live stock business of Reichmann, Nothem & Co. at Remsen and Oyens. He has been engaged in business in Remsen for twelve years. Early in February he will go to California to spend the winter.

The Western Grain Company of Cherokee, Iowa, has purchased Joseph Malden's elevator at Manson. Mr. Malden has bought grain at Manson continuously for over 20 years. He will continue his lumber business. Claude Malden has taken the position of buyer with the Western Grain Company at Richards. The Malden Elevator is being repaired by the new owners and the steam engine replaced with a 20-horsepower gasoline engine.

SOUTHERN.

John V. Botto & Co. have discontinued their grain business at Memphis, Tenn.

Cruchfield Bros. of Vernon, Texas, are contemplating building a new grain elevator.

The Murray Electric Light & Milling Co., Murray, Ky., is building a grain elevator.

Brahman, Okla., has two elevators and is reported by the newspapers to need another.

C. A. Goodwin & Co. have succeeded to the grain business of Goodwin, Lamberth & Greath at Colorado, Texas.

The Pond Creek Milling Co. of Pond Creek, Okla., is building a 40,000-bushel grain elevator in connection with its mill.

The Aldridge Mill & Elevator Co. was recently incorporated at Aldridge, Texas, by S. W. Aldridge, J. J. Reed, J. S. Griffin and others.

Capt. T. G. Ryman has arranged to build a six-story elevator and warehouse at Nashville, Tenn. Work has already been commenced.

It is again reported that a million-bushel elevator will be built at Westwego, La., by the Texas & Pacific Ry. Co. L. S. Thorne, Dallas, Texas, third vice-president and general manager, will let the contract.

It is expected that the contractors will have the Galveston Wharf Co.'s Elevator B ready for operation by December 15 or soon thereafter. This elevator was badly wrecked by the storm. Work on the wharves is practically complete. Elevator

A has handled nearly 3,000,000 bushels since the storm.

G. S. Landis of Kansas City, Mo., is said to contemplate the erection of a grain elevator and perhaps a cornmeal mill at Van Buren, Ark.

It is reported that the Illinois Central Railroad Co. will build a 400,000-bushel elevator adjoining their present elevator on the Stuyvesant Docks at New Orleans, La.

Among the parties reported as about to erect cottonseed oil mills are the following: The Magee Cotton Oil Co., Magee, Miss. Waters-Pierce Oil Co., Ola, Ark. Moultrie M. Sessions, Marietta, Ga.

Chas. F. Orthwein's Sons are said to have canceled their lease on the Illinois Central's Elevators A and B at Southport, La., on the ground that they are insecure owing to the caving embankments there.

THE DAKOTAS.

The American Grain Co. has built a good sized corn crib at Salem, S. D.

The Interstate Grain Co. closed their elevator at Gardner, N. D., early last month.

South Shore, S. D., elevators are said to have done a rushing business this fall.

The Monarch Elevator Co. has purchased the grain and coal business of Bobo & Paton at Edgeley, N. D.

J. N. Hymes, a grain buyer at Volga, S. D., has purchased a warehouse and is buying grain on his own account.

Schroeder & McKinnon of Armour, S. D., are completing an elevator at Wagner, on the Chas. Mix County extension of the Milwaukee road.

MISSOURI, KANSAS AND NEBRASKA.

An elevator has just been completed at Palmer, Neb.

Grinnell, Kan., has a newly completed 10,000-bushel elevator.

An elevator has been built at Scott City, Kan., by the Rock Grain Co.

It is reported that a 25,000-bushel elevator will be built at Walker, Neb.

Buckman & Marquardt have just completed a new elevator at Avoca, Neb.

O'Brien & Irwin have installed new scales at their elevator in Quenemo, Kan.

A. J. Knollown & Co. have built an elevator on their ranch east of Schuyler, Neb.

Brooks & Smillie have purchased J. E. Chitty's grain business at Frankfort, Kan.

J. S. Winget's elevator at Albert, Kan., has been purchased by the Kansas Grain Co.

H. J. Diffenbaugh & Co. have discontinued their grain business at Morrowville, Kan.

J. H. Liggett of Wichita, Kan., has completed a 40,000-bushel grain elevator at Corbin.

H. R. Ficken of Bison, Kan., has sold his elevator to G. G. Wiechen, who will operate it.

The Ferguson Elevator at Bruning, Neb., has been thoroughly overhauled and repaired.

Jacob Arnold has purchased a half interest in the grain business of M. Lang at Kahoka, Mo.

An addition for holding 8,000 bushels of ear corn has been made to the Farmers' Elevator, Cook, Neb.

The Greenleaf-Baker Grain Co. of Atchison, Kan., has bought Paul Schminke & Co.'s elevator at Burr, Neb.

Seeley, Son & Co. have just completed a 25,000-bushel elevator at Colon, Neb., for the Kinsella Grain Co.

Cole Brothers of Harper, Kan., will build a new 35,000-bushel grain elevator in that city. W. Lockwood of Winfield made the plans.

A grain elevator has been built at the Burnham Sheep Yards, Lincoln, Neb. The new sheep barn there covers two acres of ground.

Herbert W. Scott, a grain dealer of Hastings, Neb., recently filed a petition in bankruptcy, with debts listed at \$12,698.57, and no assets.

A man named Wesser was recently arrested at Mound City, Kan., charged with stealing bills of lading for three cars of wheat, marketing them and getting the proceeds.

M. B. Sherwood of Brashear, Mo., will put in a gasoline engine to run a feed grinder and corn sheller. He will add engines and thrashing machinery to his line the coming year.

The R. K. Johnson Co., Valparaiso, Ind., has been incorporated, with a capital stock of \$30,000, to buy and sell grain, coal, etc. The incorporators

are R. K. Johnson, E. L. Johnson, Mary A. Johnson and H. P. Johnson, all of that place.

J. J. Van Boskerk will rebuild his grain elevator at Frederick, Kan., which was burned November 2.

Moses Bros. of Great Bend have made improvements on their small elevator at Dundee, Kan. A larger elevator is being built there by Frank Baker.

The F. W. Clemens Feed Co., St. Louis, Mo., has been incorporated, with a capital stock of \$10,000, to deal in grain, hay and feed. The incorporators are F. W. Clemens, J. G. Aff Jr. and Louisa Clemens.

The Interstate Stock & Grain Co., with headquarters at Omaha, Neb., has been incorporated, with a capital stock of \$100,000. The incorporators named are Edward L. Bradbury and Thomas Taylor of Chicago.

CANADIAN.

The elevator at Balmoral, Mant., was last month opened for the season.

The Meaford Elevator Co. have completed their elevator at Meaford, Ont.

Gilmour & McBean have formed a partnership at Montreal to deal in grain, etc.

The Fanistock Milling Co. is completing a 15,000-bushel elevator at Fanistock, Ont.

A large wheat drier has been put in operation at Keewatin, Man., by the Lake-of-the-Woods Milling Co.

Chas. Evens' elevator at Forrest, Manitoba, was reported as being full early this month and grain was being stacked in bags outside. The farmers were taking advantage of the good sleighing and bringing their grain in with a rush.

C. C. Castle, the Manitoba warehouse commissioner, has issued 505 licenses for elevators and warehouses. Speaking of complaints that wheat was being drawn away from towns on the Northern Pacific Railroad and marketed at adjacent towns on the Canadian Pacific, he said: "The explanation of this is that the two large milling companies, Ogilvie and the Lake-of-the-Woods, are not buying wheat along the Northern Pacific system, and as this is a miller's year, owing to the lightness of the crop the mills must necessarily be eager buyers, as the two large concerns will absorb about 7-10 of the estimated crop this year. The farmers living in districts where these concerns operate are to-day selling wheat at a premium over its export value. This will account in a measure for the fact that farmers are marketing as much as they can at points which are operated by the large milling concerns."

Fires - Casualties

S. L. Evans' feed store at Kansas City, Mo., was damaged by fire recently.

The Thorstenberg Grain Company's grain office at Brookville, Kan., was burned recently. Loss, about \$100; uninsured.

W. P. Hale & Co.'s grain elevator and storehouse at Providence, R. I., was gutted by flames December 1. Loss, \$10,000; fully insured.

The boiler at the Nye & Schneider elevator at Creston, Neb., exploded November 30. The damage was not serious.

F. R. Cook & Co.'s hay and grain warehouse at Mittineague, Mass., was slightly damaged by fire recently, caused by the accidental dropping of a lantern.

A large feed house belonging to the Raton Lumber Company at Albuquerque, N. M., was damaged by fire recently, considerable hay and grain being destroyed.

A grain warehouse at Cressona, Pa., the property of Louis Schaefer, was destroyed by fire November 16. The loss on building and contents was about \$1,000.

T. J. Davis' wholesale grain, feed and hay warehouse at Savannah, Ga., was destroyed by fire November 26. The fire is supposed to have caught from a spark from a locomotive. It was extinguished with a loss of \$250 on building and \$1,500 on contents.

Fire damaged the Chesapeake and Ohio piers at Newport News, Va., on which two big elevators stand, November 8. For a time the blaze threatened to sweep all before it, but it was checked after destroying one warehouse and doing about \$6,000 worth of damage.

The Wichita Mill and Elevator Company's elevator and warehouse at Wichita Falls, Texas, were burned November 12. The mill was saved. The loss on the elevator was total and figures up about \$140,000; insurance, \$25,000 on building and ma-

chinery; \$90,000 on grain, and \$25,000 on contents of warehouse. Over 200,000 bushels of wheat were burned.

John Van Boskirk & Company's elevator at Frederick, Kan., was burned recently, with 6,000 bushels of wheat. This is the third elevator to be destroyed on the same site.

John Beyers was arrested, charged with throwing a lighted match into a pile of inflammable material at Churchill & White's grain elevator, South Bend, Ind. He broke away and started to run and was shot in the chest by the engineer. His wound is thought to be fatal.

J. Frank Bending's elevator at Battle Ground, Ind., seven miles north of Lafayette, Ind., was destroyed by fire November 21. Between 4,000 and 5,000 bushels of shelled corn were burned. The loss is estimated at about \$3,000, with insurance of one-half that amount.

Tony Kelly, aged 21, a workman on the Great Northern Elevator at West Superior, Wis., fell 107 feet from one of the upper bins to the lower main floor and died half an hour later. He was working in a swinging chair. This is the third fatal accident at this elevator.

A warehouse at Hallowell, Kan., containing several thousand bushels of wheat belonging to the Oswego Seed and Grain Company and the Oswego Milling Company, was destroyed by fire. The origin of the fire is unknown. The wheat owned by the mill was insured.

The Cowgill & Hill Milling Company of Carthage, Mo., recently lost an elevator at Hallowell, Kan., by fire. The building contained 1,000 bushels of wheat and 2,000 bushels of corn and a large quantity of hay. The hay was burned, but the grain was damaged mostly by smoke.

The grain elevator at Willey's Station, Ill., belonging to the Pratt-Baxter Grain Company, of which T. P. Baxter of Taylorville is the principal owner, was destroyed by fire November 21. It contained about 15,000 bushels of corn and oats. The loss was \$12,000; insurance, \$7,500.

David Harty was killed in the Gaddis grain elevator at Modoc, Ind., November 30. He was adjusting a belt on a fly-wheel and was caught and thrown around the pulley. His neck and spine were broken and his right arm was nearly torn from his body. He was 36 years old.

Frutchey, McGeorge & Co.'s elevator at Gagetown, Mich., was destroyed by fire November 10. The fire started from spontaneous combustion. About 6,000 bushels of grain and several loaded cars of beans were destroyed. The total loss is estimated at \$6,000, partially insured.

H. P. Hood & Son's grain elevator at West Derry, N. H., was slightly damaged by fire recently. Some one had been using naphtha in the sink and got it on the towel. Later, a lighted match was thrown into the sink and the towel blazed up instantly. Prompt work extinguished the blaze.

A boiler in the Glucose Sugar Refining Co.'s plant at Davenport, Iowa, exploded November 29 and completely wrecked the large brick building, killed two men and severely injured five. The wrecked building caught fire and the injured men were dug out of the ruins. The damage to the plant amounted to \$15,000.

M. W. Bacon fell from a crossbeam in the top of the elevator at Rugby, Ill., November 29, and received injuries which resulted in his death about 15 minutes later. Mr. Bacon was agent for the Illinois Central Railroad and the Rogers-Bacon Grain Company of Chicago and was loading oats from the elevator to the cars. He had gone to the top of the bin with a lantern to inspect it. The only way to cross the bin, which is a very large one, extending from the top of the elevator to the ground, was by a 6-inch beam. He started across this, and either his lantern went out or he dropped it, and attempting to go on across, missed his footing and fell to the bottom of the bin. He leaves a wife and three children.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

H. T. Smith, Springfield, Ill.
C. A. Cable, New Castle, Colo.
H. A. Zinn, Oxford Mills, Iowa.
W. Palmer Fraser, Ballarat, Australia.
C. Prinz, of Prinz & Rau Mfg. Co., Milwaukee, Wis.
J. W. Fleming, of the State Board of Agriculture, Columbus, Ohio.
O. W. Russell, representing Dodge Mfg. Co., Mishawaka, Ind.
H. S. Grimes, president Ohio Grain Dealers' Association, Portsmouth, Ohio.

CROP REPORTS

The corn crop of Southern Minnesota is generally considered the best ever grown in that section.

The Hessian fly is reported to be doing destructive work in the wheat fields of Lane County, Ore.

Considerable wheat, oats and flax in North Dakota was caught unthrashed by the heavy snow storm last month and much of it will be lost.

It is stated that the Maryland corn crop will only be half an average crop, while that of Virginia will be only one-fourth or one-third, which will be but little more than what is required at home.

Reports from Kentucky state that wheat has suffered from the drouth so that what has survived is not in a promising condition. In the neighborhood of Lynnville, Tenn., the Hessian fly has done great damage.

F. W. Thompson, general manager of the W. W. Ogilvie Milling Company, is quoted as saying that the 1900 crop of wheat in Manitoba and the Northwest territories will reach a total of from 20,000,000 to 25,000,000 bushels, half of which will be exported.

Under date of Lansing, Mich., December 10, Secretary of State Stearns reports that wheat was not greatly damaged in November, although correspondents continue to report damage from the Hessian fly in many fields. For the state the condition of wheat is 82, as compared with an average.

The Ohio Department of Agriculture's report for December 1 gives the condition of wheat compared with an average as 81 per cent. Corn area planted in 1900, 3,146,574 acres; estimated production, 121,334,440 bushels. The clover seed production was very light, almost a failure in some localities. The majority of counties report the growing wheat as infested with Hessian fly.

The average condition of growing wheat in Illinois at the close of November is excellent. Hessian fly has done some damage in the northern districts, less in the southern and a good deal in the central districts of the state. The acreage sown this fall is said to be below the average. The crop promises exceptionally well. A great deal of rye has been sown in the northern district, and it is generally reported to have made a fine and vigorous growth and to be in excellent condition to stand the winter.

The Ontario Department of Agriculture reports that the grain crops of that province for 1900 were quite up to the average in quality and quantity. The new fall wheat crop is in fair condition, but the damage by Hessian fly is quite widespread. Yields and acreage are given as follows: Winter wheat, 1,068,640 bushels at an average of 21.3 bushels per acre, total, 23,403,000 bushels; spring wheat, 376,905 acres at 18.4 bushels to the acre, total, 6,935,000 bushels; oats, 2,398,834 acres at 37.4 bushels per acre, total, 87,716,000 bushels; hay, 2,526,566 acres, average 1.24 tons, total 3,133,000 tons.

The preliminary estimate of the statistician of the Department of Agriculture, of the average yield per acre of corn in 1900, is 25.3 bushels, as compared with an average yield of 20.31 bushels in 1899, and a ten-year average of 24.1 bushels. It is estimated that 4.4 per cent of the corn crop of 1899 was still in the hands of farmers on Nov. 1, 1900, as compared with 5.9 per cent of the crop of 1893 in farmers' hands on Nov. 1, 1899, and 7.25 per cent of that of 1897, in hand on Nov. 2, 1898. The preliminary estimate of the average yield per acre of buckwheat is 15 bushels, against an average yield of 16.56 bushels in 1899.

John R. Sage, director of the Iowa weather and crop service, in his annual crop report issued December 8, says that the yield of winter wheat on a reduced acreage is 1,018,070 bushels, an average of 13.3 bushels per acre; of spring wheat, 20,280,280 bushels, an average of 14.3 bushels per acre, and that the total wheat crop of the state is worth \$12,799,371. The corn area is 8,618,660 acres, the average yield being 40.3 bushels total yield, 345,055,040 bushels, and average price 27 cents. The value of the crop at that figure is \$93,164,860. Fully three-fourths of the crop will be consumed within the state. The hay crop of 1900 was 4,139,060 tons, valued at \$31,100,815, the largest value of any crop in the state aside from corn.

According to the report of F. D. Coburn, the Kansas State Secretary of Agriculture, under date of December 7, the winter wheat yield of 76,595,443 bushels is the greatest winter wheat crop ever grown in Kansas, and probably the greatest ever recorded for any state. Its home value is \$41,624,096, or \$19,607,127 more than that of the previous year. The spring wheat yield was 743,648 bushels, worth \$350,048. The oats crop was 31,169,982 bushels, valued at \$6,626,443. The corn crop was small—134,523,677 bushels, which is 90,659,755 bushels less than that of 1899. Its value is \$39,581,835. The area of winter wheat reported as

sown is 4,567,513 acres, an increase of 7 per cent from last year's sowing. Conditions of growth are reported excellent.

The Agriculture Department's reports respecting winter wheat show that the crop has made satisfactory progress and is generally in promising condition in the principal winter wheat states. The Hessian fly is, however, again causing serious damage, especially in the early sown. The complaints of this pest appear to be more widespread than at the close of November, 1899, and, as in that year, it is causing the greatest injury in Michigan and Ohio. In Kansas and Oklahoma wheat has made rapid growth and is being pastured to prevent stooling.

IN THE COURTS

J. D. McLean on November 15 began a chancery action at Mattoon, Ill., asking for a receiver for the Mattoon Elevator Co. of Mattoon, Ill.

Benj. Thomas has begun suit for \$5,000 damages against Brounback & Wacker, grain dealers at Edinburg, Ill. Plaintiff alleges he was injured through defendants' negligence, while unloading grain at their elevator.

The city of Hot Springs, Ark., has begun an action against the Hot Springs Brokerage Company, alleged by the city to be a bucket-shop, to force it to pay a license fee of \$200. The company claims to do a legitimate business, and that the said license fee is exorbitant.

The National Bank of Fargo on November 27 secured at Fargo a judgment against the Minn. & Northern Elevator Co. for \$581.46, the value of 602 bushels of wheat alleged by the Bank to have been converted while in storage with the Elevator Company. The bank obtained title to the wheat by virtue of a chattel mortgage.

A jury in the Federal Court at Des Moines, Iowa, on December 8, gave Rumsey, Lightner & Co. of Chicago a verdict of \$6,238.85 in their suit against Robert K. Eby of Adair, Iowa. They had sued on notes of \$10,000 given by Eby. The jury rejected \$4,000 on the ground that that much of the debt was incurred by Eby in "option deals" on the Board of Trade and was therefore a gambling debt.

Lee Hunt and H. E. Kenney, of the Mattoon Elevator Company at Mattoon, Ill., have sued E. and I. Jennings, former proprietors, for \$4,000 damages, alleging that the latter sold plaintiffs the elevator by a misrepresentation. It is claimed they stated that the elevator would remain on the Ill. Cent. right of way undisturbed until next spring, whereas it has been ordered removed at once to make room for a second track on the main line.

In the case of Mrs. Emma Bendinger of Cincinnati against the Chicago Stock and Grain Exchange, the plaintiff secured a judgment before Judge Kohlsta in the United States District Court at Chicago, November 27. The plaintiff had given her brother-in-law, Wm. Stichtenoth, the money to buy certain bonds, but he played the market at the Cincinnati branch of the Chicago concern, and lost. His wife has a similar suit for \$20,500 pending in the same court against the same Exchange.

Spencer Kellogg & Son on November 9 won the first of a series of suits based on the acts of the Western Elevating Association at Buffalo. On June last Fitzpatrick, with his vessel, was at the Kelloggs' elevator to unload grain. It is claimed that the West Shore R. R. Co., which, with the other roads, favored the Association and not the Kelloggs, who are out of it, compelled Fitzpatrick to stop unloading or to pay a percentage to the Association. The Kelloggs then sued Fitzpatrick for the loss of time by the elevator that his vessel held the slip while another vessel was waiting to unload. The indemnity judgment was for \$137.77. It is expected the defendant will call on the West Shore to reimburse him. In the action of the same parties against the Western Elevating Association and the trunk line railroads having connection with the Association elevators for \$100,000 damages, the Lehigh Valley road moved to interpose a demurrer, setting up that the complaint of the Kelloggs was not sufficient to show a cause of action. The Kelloggs alleged that the Western Elevating Association and the railroads conspired to injure their business and entered an agreement whereby the railroads refused to transport grain for any shipper who should send his grain through the Kellogg Elevator, except upon his paying a half cent per bushel more than the rate charged if handled by the Elevating Association. The attorney for the Lehigh argued that there was no conspiracy and that the agreement was not illegal. He declared no facts are set forth in the complaint to show that the Kelloggs have suffered any damages by reason of the agreement. He said it is not shown that the Lehigh Valley ever refused to carry any grain from the Kellogg Elevator. The court said the complaint was somewhat loosely drawn, but is broad enough to stand, and he denied the motion.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Can Go Behind "Negotiable" Warehouse Receipts to Fix Liability for Grain.

The case of Anderson against the Portland Flouring Mills Company (60 Pacific Reporter, 839) was brought to recover the value of wheat that had been delivered to a certain firm, and by the latter shipped for storage in the company's warehouse. The reason for this was that the firm that originally received the wheat and so shipped it for storage had failed in business and could neither replace the wheat nor pay therefor. The contention, in support of the action, was that in receiving and shipping the wheat the firm was acting for and as the agent of the company, and that the company was therefore liable for the firm's contracts. The company denied such liability; and the question arose as to the admissibility of evidence outside of the warehouse receipts issued for the wheat by the firm receiving it, to show the company's liability.

By statute, in Oregon, a warehouse receipt, regardless of its form, is made negotiable in the sense that a transfer thereof by indorsement carries the absolute title to the commodity represented by the receipt, and a bona fide, or good faith, purchaser for value is not chargeable with knowledge or any notice of any equities between the original parties, as in case of the assignment of an ordinary non-negotiable instrument. There is also what may be regarded as a settled rule of the common law that if the person sought to be charged upon a negotiable instrument is not bound upon face of the writing, he is not bound at all; and it cannot be shown that the maker was in fact the agent of another, and that such other is bound by the instrument. This rule and the statute making warehouse receipt negotiable, the company contended, shut out the evidence sought to be introduced to fasten upon it liability for the wheat.

But this rule of the common law, the Supreme Court of Oregon holds, is confined to commercial contracts, which represent and in a measure pass as money, such as bills of exchange and promissory notes; and oral evidence is not admissible to charge an unnamed principal on such an instrument. But the Oregon statute mentioned, it holds, does not give to warehouse receipts all the attributes of negotiable paper and does not bring them within the operation of this rule of the common law. A transfer of a warehouse receipt by indorsement, it says, may operate, under the statute, to transfer and vest the title of the goods or grain in the purchaser, where before it would not, but the nature of the contract itself is unchanged. It is in no sense a negotiable instrument under the law merchant. It is simply a written acknowledgment by the warehouseman that he has received and holds in store for the depositor the amount and description of property named in the receipt upon the terms and conditions therein stated, and is nothing more than a written contract between the parties, which by the statute is made negotiable for certain purposes. The word "negotiable," the court adds, is evidently not used in the statute in the sense in which it is ordinarily applied to bills of exchange and promissory notes. Consequently, the court holds that a warehouse receipt is not negotiable within the meaning of the rule prohibiting the admission of oral testimony to charge one not bound upon the face of the instrument, but in that respect it is a simple contract, and such evidence is admissible to show that, although executed by and in the name of an agent, it is in fact the contract of the principal, and he is bound thereby.

Moreover, where the evidence showed that when a farmer delivered a load of grain it was the custom to give him a load check as an evidence thereof, and when he completed his season's hauling a receipt was issued for the entire amount of grain delivered, the court points out that the load checks did not evidence the contract under which the wheat was received, but were simply memoranda of each load of wheat as it was delivered; and so, it holds, oral evidence to the effect that the wheat represented by such load checks was delivered and received under the same contract as in the case of parties having warehouse receipts for their wheat was competent.

Finally, where the party sought to be held under such circumstances as this case presented, by his answer, denies the contract alleged in the complaint, and the title of the party suing and his right to the possession of the wheat in controversy, and expressly puts his refusal to deliver upon the ground that the party suing never shipped or delivered to him any wheat whatever, the court holds that he cannot thereafter be permitted to say that his refusal to deliver the grain was on account of the failure of the party suing to pay storage, freight and sack charges.

ELEVATORS AND GRAIN STORAGE WAREHOUSES IN CHICAGO AND COOK COUNTY.

(Copyright, 1900, by Mitchell Bros. Co.)

- Alton Elevator "A"**—Capacity, 1,400,000 bushels. Owner of buildings and operator—Geo. A. Seaverns. Superintendent—Chris. Schmidt. Location—Twenty-second Street and South Branch Chicago River.
- Alton Elevator "B"**—Capacity, 600,000 bushels. Owner of buildings and operator—Geo. A. Seaverns (Regular). Superintendent—Chris. Schmidt. Location—Twenty-second Street and South Branch Chicago River.
- Armour Elevator "A" and "B"**—Capacity, 2,000,000 bushels. Owners of buildings, P. D. Armour et al. Operators—Armour Elevator Co. (Regular). Superintendent—S. Gummer. Location—Hooker and Rees streets, Goose Island.
- Armour Elevator "B" Annex**—Capacity, 3,250,000 bushels. Owners of buildings, P. D. Armour et al. Operators—Armour Elevator Co. (Regular). Superintendent—S. Gummer. Location—Hooker and Rees streets, Goose Island.
- Armour Elevator "C"**—Capacity, 1,500,000 bushels. Owners of buildings, C., B. & Q. R. R. Co. Operator—Armour Elevator Co. (Regular). Superintendent—Wm. De Groodt. Location—Chicago River, between Joy's Canal and Burlington Slip.
- Armour Elevator "D"**—Capacity, 1,500,000 bushels. Owners of buildings and operators—Armour Elevator Co. Superintendent—J. J. Becker. Location—Morgan Street and West Branch Chicago River.
- Armour Elevator "E"**—Capacity, 1,700,000 bushels. Owners of buildings—C., B. & Q. R. R. Co. Operators—Armour Elevator Co. Superintendent—J. A. McKay. Location—Sixteenth Street and South Branch Chicago River.
- Armour Elevator "F"**—Capacity, 800,000 bushels. Owners of buildings—The C., B. & Q. R. R. Co. Operators—Armour Elevator Co. (Regular). Superintendent—J. A. McKay. Location—South Branch Chicago River and Fifteenth Place.
- Atlantic Elevator**—Capacity, 100,000 bushels. Owners and operators—La Sier & Hooper. Superintendent—E. T. Freeman. Foreman—E. R. King. Location—Cherry Avenue and Weed Street, Goose Island.
- Badenoch Elevator**—Capacity, 100,000 bushels. Owner and operator—J. J. Badenoch. Location—Rockwell and West Madison streets.
- Baltimore & Ohio Transfer Elevator**—Capacity, 500,000 bushels (in course of erection). Location—Eighty-seventh Street and B. & O. and Ill. C. R. R., South Chicago.
- Belt Line Elevator**—Capacity, 1,000,000 bushels. Belt Line Tanks—Capacity, 550,000 bushels. Owners and operators—Rosenbaum Bros. Superintendent—J. B. McCann. Location—Stewart Avenue and Eighty-fifth Street.
- Byrnes Elevator**—Capacity, 300,000 bushels. Owners and operators—Byrnes Grain Co. Foreman—C. H. Atwood. Location—3149-51 La Salle Street.
- Calumet Elevator Co.'s Elevator "A"**—Capacity, 1,000,000 bushels. Owners—Bartlett & Frazier. Foreman—J. L. Cox. Superintendent—J. D. Sayre. Location—Between One Hundred and Second and One Hundred and Third streets and Calumet River, South Chicago.
- Calumet Elevator Co.'s Elevator "B"**—Capacity, 1,000,000 bushels. Owners—Bartlett & Frazier. (Regular). Superintendent—J. D. Sayre. Location—Between One Hundred and Second and One Hundred and Third streets and Calumet River, South Chicago.
- Calumet Elevator Co.'s Elevator "C"**—Capacity, 1,400,000 bushels. Owners—Bartlett & Frazier. (Regular). Superintendent—J. D. Sayre. Location—Between One Hundred and Second and One Hundred and Third streets and Calumet River, South Chicago.
- Calumet Grain & Elevator Co.'s Elevators "A"**—Capacity, 70,000 bushels; "B," capacity, 120,000 bushels; "C," capacity, 350,000 bushels. Owners and operators—Calumet Grain & Elevator Co. Superintendent—Henry Weber. Location—Ninety-sixth Street and Calumet River, South Chicago.
- Central Elevator "A"**—Capacity, 1,000,000 bushels. Owners of buildings—Ill. C. R. R. Co. Operators—Carrington, Hannah & Co. Superintendent—F. G. Roberts. Location—Near foot of South Water Street.
- Central Elevator "B" and Annex**—Capacity, 1,736,400 bushels. Owner of buildings—Ill. Central R. R. Co. Operators—Carrington, Hannah & Co. (Central Elevator Co.) (Regular). Superintendent—F. G. Roberts. Location—Near foot of South Water Street, between slips "B" and "C."
- Chicago & Danville Elevator**—Capacity, 350,000 bushels. Owners and operators—Carrington, Hannah & Co. Superintendent—F. Pendleton. Location—Levee Street and South Ashland Avenue.
- Chicago & Erie Transfer Elevator**—Capacity, 100,000 bushels. Owners of buildings—Chicago & Erie R. R. Co. Operators—Interstate Elevator Co. Superintendent—C. W. Austin. Foreman—W. Tweedale. Location—Fiftieth and Wallace streets.
- Chicago Grain Elevator Co. Elevator**—Capacity, 60,000 bushels. Owners and operators—Chicago Grain Elevator Co. Location—Cragin.
- Chicago & Grand Trunk Elevator**—Capacity, 30,000 bushels. Owners of buildings—Chicago & Grand Trunk Ry. Co. Operators—Rogers, Bacon & Co. Superintendent—E. O. Rourke. Location—Fifty-third Street and Central Park Avenue, Elsdon.
- Chicago & Grand Trunk Transfer Elevator**—(No storage capacity). Owners of buildings—Chicago & Grand Trunk Ry. Co. Operators—Rogers, Bacon & Co. Superintendent—E. O. Rourke. Location—Fifty-third Street and Central Park Avenue, Elsdon.
- Chicago-St. Louis and Annex Elevator**—Capacity, 2,000,000 bushels. Owners and operators—Keith & Co. (Regular). Superintendent—Patrick Minoque. Location—South Branch Chicago River, between Lime Street and Hough's Slip.
- City Elevator**—Capacity, 1,000,000 bushels. Owners and operators—Chicago Railway Terminal Elevator Co. (Regular). Superintendent—James Carter. Foreman—J. Deasy. Location—Lumber Street, south of Twelfth Street and Chicago River.
- Columbia Elevator and Tanks**—Capacity, 120,000 bushels. Capacity, 80,000 bushels, tanks. Owners and operators—Armour Elevator Co. Superintendent—Arthur De Groodt. Location—Robey Street, south of Blue Island Avenue.
- Counselman's (Englewood) Elevator**—Capacity, 250,000 bushels. Owners of buildings—Chicago, Rock Island & Pacific R. R. Operators—Chas. Counselman & Co. Superintendent—E. M. Ashley. Location—Between Sixty-third and Sixty-fourth Streets, State Street and Wentworth Avenue.
- Evanston Elevator & Coal Co.'s Elevator**—Capacity, 10,000 bushels. Owners and operators—Evanston Elevator & Coal Co. Location—Chicago and Greenleaf avenues, Evanston.
- Fitchburg Elevator**—Capacity, 100,000 bushels. Owners of buildings—The E. J. Lehmann Estate. Operators—The Williams Grain Co. Superintendent—E. J. Williams. Location—Thirty-ninth Street and Stewart Avenue.
- Galena Elevator**—Capacity, 700,000 bushels. Owners and operators—Chicago Railway Terminal Elevator Co. (Regular). Superintendent—C. E. Zimmerman. Location—Between Rush and North Water Street and Chicago River.
- Grand Crossing Elevator**—Capacity, 50,000 bushels. Owners of buildings—The Aldrich Estate. Operator—F. Ely. Superintendent—H. S. Wenner. Location—Seventy-seventh Street and Illinois Central R. R., Grand Crossing.
- Hawkeye Elevator**—Capacity, 700,000 bushels. Owners of buildings and operators—D. H. Stuhr Grain Co. Superintendent—Frank Noth. Location—Burnham Avenue and Mich. Central R. R., West Hammond, Ill.
- Hayford Elevator**—Capacity, 100,000 bushels. Owners of buildings—G. T. Sidwell. Operator—L. M. Fowler. Location—Seventy-fifth Street and South Kedzie Avenue, Hayford.
- Indiana Elevator**—Capacity, 1,500,000 bushels. Owners of buildings—Chicago & Western Indiana R. R. Co. Operators—American Cereal Co. Superintendent—A. P. McDonald. Foreman—O. E. Kane. Location—Twentieth Street and South Branch Chicago River.
- Iowa Elevator**—Capacity, 1,500,000 bushels. Owners and operators—Chicago Railway Terminal Elevator Co. Superintendent—H. J. Howard. Location—Fourteenth and Lumber Streets and Chicago River.
- Lake Shore Transfer Elevator**—Capacity, 125,000 bushels. Owners of buildings—Lake Shore & Mich. Southern R. R. Co. Operators—Churchill & Co. Superintendent—F. J. Helm. Location—Sixty-sixth Street and Calumet Avenue.
- Leet & Fritze Elevator**—Capacity, 350,000 bushels. Owners—Continental Bank. (Vacant.) Location—Ninetyth Street and Stewart Avenue, Oakdale.
- Mabbitt Elevator**—Capacity, 1,200,000 bushels. Owner and operator—Geo. A. Seaverns. Superintendent—T. Curry. Foreman—J. H. Weeks. Location—Archer Avenue and Wood Street.
- Matteson Elevator**—Capacity, 40,000 bushels. Owners—Mich. Central R. R. Co. Operator—C. L. Dougherty. Superintendent—James Kier. Location—Matteson, Cook County, Illinois.
- McReynolds Elevator "A"**—Capacity, 1,500,000 bushels. Owners of buildings and operators—McReynolds & Co. Superintendent—J. F. Kendall. Location—One Hundred and Sixth Street and Calumet River, South Chicago.
- McReynolds Elevator "B"**—Capacity, 1,000,000 bushels. Owners of buildings and operators—McReynolds & Co. Superintendent—J. F. Kendall. Foreman—C. D. Hulverson. Location—South Wood Street, south of West Fifteenth Street.
- Mercer Elevator**—Capacity, 125,000 bushels. Owner of buildings and operator—W. R. Owen. Foreman—James Driver. Location—1268-74 West Twelfth Street.
- Merritt Elevator "A"**—Capacity, 600,000 bushels. Owners and operators—W. H. Merritt & Co. Superintendent—J. A. Reagan. Location—Ninety-ninth Street and Calumet River, South Chicago.
- Michigan Central Transfer Elevators "A" and "B"**—"A," no storage. "B," capacity, 30,000 bushels. Owners—M. C. R. R. Co. Operator—F. H. Mealiff. Superintendent—Albert Keller. Location—Kensington.
- Middle Division Elevator**—Capacity, 30,000 bushels. Owners and operators—Rogers, Bacon & Co. Superintendent—J. Wilson. Location—On Chicago & Grand Trunk Ry., Harvey, Ill.
- Minnesota Elevator**—Capacity, 500,000 bushels. Owner and operator—Armour Elevator Co. Superintendent—W. J. Calvert. Location—Weed Street and West Branch Chicago River, Goose Island.
- Minnesota Annex Elevator**—Capacity, 1,500,000 bushels. Owners and operators—Armour Elevator Co. Superintendent—W. J. Calvert. Location—West Branch of Chicago River and Weed Street, Goose Island.
- Morgan Elevator**—Capacity, 20,000 bushels. Owners of buildings—R. J. Richardson & Co. (Closed.) Location—Walleck Place and C., B. & Q. R. R.
- Mueller's Elevator**—Capacity, 400,000 bushels. Owners and operators—H. Mueller & Co. Foreman—Geo. Barnes. Location—5601-19 Stewart Avenue.
- National Elevator**—Capacity, 800,000 bushels. Owners and operators—National Elevator & Dock Co. (Regular). Superintendent—O. C. Nelson. Location—Wallace Street and Archer Avenue.
- Nebraska City Elevators "A," "B," "C" and "D"**—Capacity, 2,240,000 bushels. Owners of buildings and operators—Nebraska City Packing Co. (Regular). Superintendent—B. Drissie. Location—Twenty-third Street and South Branch of Chicago River.
- New England Elevator**—Capacity, 115,000 bushels. Owners—Chicago & Grand Trunk R. R. Co. Operators—La Sier & Hooper. Location—West Forty-ninth Street and Homan Avenue, Morrell Park.
- Nickel Plate Transfer Elevator**—Capacity, 60,000 bushels. Owner—Nickel Plate R. R. Co. Operator—H. G. Chase. Location—Eighty-ninth Street and Nickel Plate R. R., Dauphin Park.
- Oxford Elevator**—Capacity, 125,000 bushels. Owner—J. A. Murphy. Operator—E. A. Lord & Son. Superintendent—F. E. Lovett. Location—Ninety-fourth Place and Notre Dame Avenue, South Chicago.
- Peavey's Elevator "A"**—Capacity, 650,000 bushels; "B," capacity, 1,700,000 bushels. Owner and operator—Peavey Grain Co. Superintendent—C. S. Odell. Location—Between One Hundred and Second and One Hundred and Third streets and Calumet River, South Chicago.
- Pennsylvania Transfer Elevator**—Capacity, 180,000 bushels. Owner—Pennsylvania R. R. Co. Operators—Regua Bros. Superintendent—Chris Steiner. Location—Fifty-seventh and Leavitt streets.
- Regua Bros' Elevator**—Capacity, 125,000 bushels. Owners and operators—Regua Bros. Superintendent—W. S. Bowen. Location—Forty-fourth Street and Wabash R. R.
- Rock Island Elevator "A"**—Capacity, 1,250,000 bushels. Owners—Chicago, Rock Island & Pacific R. R. Co. Operators—Chas. Counselman & Co. (Regular). Superintendent—Jeremiah McKee. Location—South Branch Chicago River and Twelfth Street.
- Rock Island Elevator "B"**—Capacity, 800,000 bushels. Owners—Chicago, Rock Island & Pacific R. R. Co. Operators—Chas. Counselman & Co. (Regular). Superintendent—Jeremiah McKee. Location—Fourteenth Street and South Branch Chicago River.
- Santa Fe Elevator**—Capacity, 1,500,000 bushels. Owners—Santa Fe R. R. Co. Operators—R. J. Richardson & Co. Superintendent—Burt Parker. Location—South Wood Street and West Fork of South Branch Chicago River.
- Sibley Elevator**—Capacity, 250,000 bushels. Owner, L. M. Fairbanks. Operators—Sibley Elevator Co. Superintendent—C. M. Dauberman. Location—Thirty-first Street and Stewart Avenue.
- St. Paul and Fulton Annex**—Capacity, 1,300,000 bushels. Owners—Chicago, Milwaukee & St. P. R. R. Co. Operators—Armour Elevator Co. (Regular). Superintendent—J. Sinclair. Location—

OBITUARY

Frank Russell, manager of the Union Elevator at Montezuma, Ind., was found dead in bed recently.

Frederick Caswell died November 28 at Akron O., aged 82 years. He was formerly prominent in the grain and feed business at Akron.

Charles H. Sprague, of the grain firm of C. H. & H. S. Sprague, Providence, R. I., died November 17 of apoplexy. He was 56 years of age.

James Donoghnee, a member of the firm of Donoghnee Brothers, grain merchants of Kingston, Ontario, died November 27 of blood poisoning.

George S. Junkins, ex-mayor of Lawrence, Mass., died of heart failure November 12. He was 54 years old and was engaged in the hay and grain business at the time of his death.

Nelson A. Corrington died November 18 at his home in St. Louis, Mo. Deceased was president of the Rosedale Hay and Grain Company for ten years previous to his death. He was 62 years of age.

John A. Heames died at Detroit, Mich., December 3, as the result of an operation for appendicitis. He was 41 years old and until recently had been engaged in the flour and grain business with his father in Detroit. He was prominent in local politics and had been twice elected register of deeds on the Democratic ticket.

William Helm Smith of Fort Worth, Tex., died at Atlanta, Ga., November 6. He was on his way home to Fort Worth from Asheville, N. C., having been traveling for a year in search of health. Deceased was 36 years old and a member of the wholesale grain firm of Rall & Smith of Fort Worth, one of the leading concerns in that line in the state of Texas.

Jeremiah Williams died at Kansas City, Mo., December 1, aged 80 years. He was a native of New York State and settled in Dodge County, Wisconsin, over forty years ago. He was a grain buyer at Fox Lake for many years, and for about ten years lived in Milwaukee, becoming a member of the Chamber of Commerce, and continuing in the grain business until about five years ago, when he removed to Kansas City.

F. F. Cole died at his residence in Toronto, Ontario, December 3, at the age of fifty years. For ten years he was a prominent member of the Toronto Grain Exchange. He went to Toronto in 1886 from Chicago, where he had made a fortune in grain speculation. Later he was interested in the grain business at Kingston, where he established an elevator. He always retained his membership on the Chicago Board of Trade.

Charles S. Hill, a pioneer business man of Freeport, Ill., died at his home in that city November 15, aged 70 years. He was a native of Milton, Pa., and settled in Illinois in 1857. He first engaged in the grain business at Baileyville, Ill., with J. R. Shelley, who died in Chicago some time ago. Later he removed to Freeport and became a member of the grain firm of Gray, Shelley & Hill. After selling his interest in this business he engaged successively in the drug business and in operating a gas plant, and then removed to Salt Lake City, Utah, where for three years he was clerk of the United States District Court. Returning to Freeport, in 1879, Mr. Hill again embarked in the grain business with his son, Boyd P. Hill, under the firm name of C. S. Hill & Son. They operate elevators at Freeport, Eleroy, Seward, Everts, Red Oak, McConnell, Eagan and Baileyville. The business is continued by Boyd P. Hill, his son.

COMMISSION

F. S. Lovett & Co. of Indianapolis, Ind., have opened a branch office at Buffalo, N. Y., in the D. S. Morgan building.

Fred Faulkner, representative of W. R. Mumford & Co., Chicago, who has been stationed at Platteville, Wis., is now at Cedar Rapids, Iowa.

Chester B. Lawrence Jr., a grain and stock operator at 32 Broadway, New York, made an assignment November 23 to George H. Wolbert, his book-keeper.

The Alfred E. Meyer Company, dealers in stocks and grain, with offices in the Vandergrift Building, Pittsburg, Pa., were forced to suspend business November 12, owing to the rise in prices.

R. W. McKinnon, of Green Bay, Wis., has opened a grain and stock broker's office in Portland, Ore., in the Chamber of Commerce building, with special leased wire to New York and Chicago.

—North Canal Street and foot of Fulton Street and Chicago River.

South Chicago Elevator "C" and "C" Annex—Capacity, 3,000,000 bushels. Owners and operators—South Chicago Elevator Co. (Regular.) Superintendent—E. M. Ashley. Location—Ninety-third Street and Calumet River, South Chicago.

South Chicago Elevator "D"—Capacity, 1,500,000 bushels. Owners and operators—South Chicago Elevator Co. Superintendent—C. M. Ashley. Location—Ninety-third Street and Calumet River, South Chicago.

Steger Bros' Elevator—Capacity, 50,000 bushels. Owners and operators—Steger Bros. Location—Matteson, Cook Co.

Fruitt's Elevator ("Klondike")—Capacity, 105,000 bushels (tanks). Owner and operator—R. H. Truitt. Location—Stewart Avenue and Eighty-fifth Street.

Union & Annex Elevator—Capacity, 1,800,000 bushels. Owners and operators—Chicago Railway Terminal Elevator Co. (Regular.) Superintendent—J. Lenox. Location—Sixteenth and Lumber streets and South Branch Chicago River.

Wabash Elevator—Capacity, 1,500,000 bushels. Owner—Wabash R. R. Co. (Regular.) Location—Thirty-third Street and South Branch Chicago River.

Wabash Transfer Elevator and Annex—Capacity, 190,000 bushels. Owners—Wabash R. R. Co. Operators—Pratt & Co. Superintendent—S. W. Grosh. Location—Seventy-seventh and Rockwell Streets, Forest Hill.

Walther's Elevator—Capacity, 30,000 bushels. Owner and operator—H. F. Walther. Location—6427 Wentworth Avenue.

Wetherell Elevator (formerly Pickering)—Capacity, 50,000 bushels. Owner and operator—O. D. Wetherell. Location—C. & A. St. L. R. R., between Mary and Quarry streets.

THE CULLOM BILL.

The meeting of the League of National Associations of industrial and commercial interests, held at St. Louis on November 20, was an entire success in spite of certain efforts to sidetrack the meeting or to divert it from its original purpose of taking united action in a renewed movement to secure the enactment of the Senate bill known as the "Cullom Bill," amending the Interstate Commerce Law. Over 100 delegates of 38 trade associations and boards of trade were accredited by credentials, of whom the large part were present.

The meeting was held at the Planters' Hotel, and was called to order by E. P. Bacon of Milwaukee, president of the League. Thereupon ex-Gov. E. O. Stanard was chosen chairman and Frank Barry secretary. Ex-Gov. Stanard, on assuming the chair, spoke briefly on the necessity of the proposed legislation.

Committees were appointed, including the following:

Committee on Resolutions—E. P. Bacon, chairman; Augustine Gallagher, L. B. Boswell, George A. Bridge, Judge S. H. Cowan, E. C. Simmons, W. M. Bell, J. E. Howard, E. S. Tompkins, J. M. Langley, C. B. Cole, F. D. Voris, F. B. Thurber, C. H. Seybt.

The general body then adjourned to meet at 2 o'clock p. m., to take action on the committee reports.

The room of the committee on resolutions was the scene of the first evidence of opposition to the general spirit of the movement. It came first in a mild form from Mr. Thurber, who moved that definite action be postponed until a conference could be had with the railroad representatives. This motion fell flat; whereupon E. C. Simmons of St. Louis made a lengthy speech expressing his want of sympathy for the proposed amendments to the Interstate Commerce Law, as well as that law itself. Mr. Boswell of Quincy, Ill., in replying, said the meeting had been called to urge just such legislation, and those opposed to it ought to withdraw as out of place. Mr. Simmons then did withdraw, warning the committee as he did so that he would oppose the proposed legislation at Washington.

The afternoon session was devoted to the consideration of the report of the committee on resolutions, who had reported for adoption the following memorial to Congress, as well as a set of resolutions. The latter were somewhat amended by the general body, but were finally adopted in the following form:

MEMORIAL TO CONGRESS.

To the Senate and House of Representatives of the United States, in Congress assembled:

Delegates duly appointed by the various commercial and industrial organizations, whose names are appended hereto, assembled in convention at St. Louis, Mo., on the 20th day of November, 1900, for the purpose of considering amendments to the Interstate Commerce Law, whereby it may be made more effective in accomplishing the results sought in its original enactment, do hereby respectfully but earnestly memorialize your honorable bodies to speedily enact Senate Bill No. 1439, known as the Cullom Bill, now on the calendar of the Senate, believing it to be a wise

and judicious measure, well calculated to remedy the defects found to exist in the present law and insure its more complete enforcement in the interest of the public, without infringing upon the vested rights and privileges of common carriers. This is a measure in which the business interests of the country are more largely concerned than in any other that has recently been brought to the attention of Congress, and its enactment will more directly affect a larger number of citizens than any other now pending. The bill has been before the public for the last twelve months, and it has been freely discussed in the public press with almost unanimous approval. It has frequently been indorsed by nearly all the commercial bodies of the country of any importance, and the demand for its immediate enactment, from all sections of the country, seems to be universal. This convention, therefore, earnestly desires that your honorable bodies will give this measure the precedence to which its importance seems to entitle it, and afford speedy relief to the public from prevailing evils in the transportation service of the country, which the present law proved inadequate to remedy, by the early enactment of the aforesaid bill, and your petitioners will ever pray.

RESOLUTIONS.

Whereas, In the judgment of this convention it is of the utmost importance that the prevailing desire among the commercial and industrial organizations of the country for the enactment of such amendments to the Interstate Commerce Law as will insure its more effective operation in removing existing inequalities and unreasonable exactions in transportation charges, and preventing the practice of discrimination now so prevalent, should be impressed upon members of Congress in the most forcible manner possible; therefore,

Resolved, That each organization represented in this convention be earnestly recommended to send one or more delegates to Washington, immediately upon the reassembling of Congress, for the purpose of exerting their personal influence with senators and representatives from the respective states in which they are located, to secure their active cooperation in promoting the early enactment of Senate Bill No. 1439, now on the calendar of the Senate.

Resolved, That all the commercial and industrial organizations of the country be and are hereby invited to unite in this movement to secure prompt action on the part of Congress in enacting the desired amendments to the Interstate Commerce Law; and this convention recommends that every such organization forward resolutions to both houses of Congress expressive of their views severally in relation to the proposed legislation, whether or not the organization shall have done so at the previous session thereof; and in addition thereto, that they unite in sending delegates to Washington, as suggested in the foregoing resolution. It is confidently believed that by simultaneous and persistent action on the part of these organizations, on the lines indicated, the desired result may be accomplished at the coming session of Congress, and not otherwise.

Resolved, That an executive committee of five members be appointed by the chair, with full power to take such action as it may deem best to carry out the provisions of this convention. It shall be the duty of this committee to employ a suitable person to take general direction of the work of bringing the influence of commercial and industrial organizations of the country to bear upon the members of Congress: It shall be his duty to ascertain the names of the delegates appointed by the several organizations to visit Washington for the purpose of promoting the desired legislation, and he shall himself spend such time in that city as may seem to the committee to be necessary in co-operating with the delegates to accomplish the purpose. The committee shall elect a chairman and a vice-chairman, and a secretary and a treasurer. The expenses of the committee, together with those of this convention, shall be apportioned among the constituent bodies represented in the convention, and such others as may be induced to participate therein, according to the number of their respective members, subject to the concurrence of the several individual bodies, each for itself. The executive committee shall have full power to provide the ways and means for carrying out the purpose of this convention in such manner as it may deem best.

F. B. Thurber of New York, who is said to be connected with an export association operating in connection with the Erie Railway, endeavored to sidetrack the memorial and resolutions on the ground that Section 15 of the proposed bill conferred power on the Commission to make rates; but the secretary of the Commission, who was present, denied that it did so.

Chairman Stanard named the executive committee, to which his own name was subsequently added, making the committee as follows:

Executive Committee: E. P. Bacon, Milwaukee; C. H. Seybt, St. Louis; S. H. Cowan, Fort Worth, Texas; J. E. Howard, Wichita, Kan.; R. S. Lyon, Chicago; E. O. Stanard, St. Louis.

On motion of Mr. Boswell, vice-presidents were named from each of the forty states represented in the League.

The executive committee met at 8 o'clock the same evening and organized by electing the following officers: E. P. Bacon, Milwaukee, chairman; C. H. Seybt, St. Louis, vice-chairman; R. S. Lyon, Chicago, treasurer; Frank Barry, Milwaukee, secretary and manager of the work at Washington. The committee decided to make a pro rata assessment sufficient to raise a fund of \$5,000 to meet the expenses of the convention and the lobbying committee, and arranged other details of the work.

Galveston, up to November 23, had handled 4,517,000 bushels of wheat of this year's crop, but no corn.

Items from Abroad

W. T. Simonds, of the grain firm of Simonds & Son, Boston, England, has been elected mayor of that city.

The mechanical grain drier has begun to attract the attention of English millers for conditioning local wheats.

The wheat crop of the Darling Downs, Queensland, Australia, is expected to beat all records. In some cases 52 bushels per acre is the reported yield.

The wheat or flour export bounty bill is still alive in the French Senate, and is soon to be taken up for action. It was passed by the lower House some months ago.

The lightermen's strike in November at London played havoc with prices of German and New Zealand wheats, which were offered especially cheap to anyone who could get at them in the river.

The Bristol Town Council has decided to ask Parliament for authority to construct an ocean dock at Avonmouth capable of accommodating the largest steamers. The estimated cost is about \$9,000,000.

The prize barley sample at the London Brewery Exhibition was declared to be equal to last year's sample, although all the growing conditions were this year detrimental and last year especially favorable.

A German savant has discovered that a new substance, called Pictoline, the basis of which is sulphuric acid, is very destructive to rats and mice, as well as to some insects. It has been used with success in rat-infested ships, and in the burrows of wild rabbits in Australia. The method of using it is not known to us.

Under date of November 6, 1900, Vice-Consul Smith of Moscow says that from reports which have been given out by the custom house department, the total Russian exports of different grains from January 1 to November 1 of this year amounted to 271,715 poods (160,673 bushels), an increase over that of last year, which amounted only to 217,414 poods (128,553 bushels).

Liverpool merchants and grain dealers have started a movement for the enlargement and improvement of the handling facilities of the city docks. The port's machinery for handling grain especially is quite inadequate to take care of the cargoes arriving by the modern Atlantic liners, without serious delays and expense. In view of the demurrage charges proposed by the ship owners, the profitable importation of grain at Liverpool is threatened.

The increasing scarcity of sailing vessels in the wheat trade from the Australias and the increase of rates from a minimum of about 14½ cents per bushel from Melbourne to London, to about 23½ cents, is causing serious anxiety to Australian wheat exporters. Although the South Australian harvest is now available, and the surplus for export estimated at nearly 15,000,000 bushels, chartered have been small so far. The exporters are endeavoring to find other markets than the English.

Consul-General Mason at Berlin says that a notable increase in the import of American corn and oats has inspired great uneasiness among certain German economists of agrarian tendencies, who hold that in respect to food products, forage grains and certain other materials Germany is becoming altogether too dependent upon the United States. He points out that in the reciprocal trade between the United States and Germany for the past decade a balance of over \$200,000,000 rests with the republic against the empire. Germany, he says, is still poor in accumulated wealth in comparison with France and England. Writers in other countries have painted the situation in Germany in somber colors, and have predicted a stormy sea ahead for certain German industries, in the shape of the increased cost of fuel and the overshadowing competition of the United States.

The Minister of Agriculture has asked the Minister of Foreign Affairs to send a circular to the Argentine consuls in London, Liverpool, Antwerp and Marseilles, asking them to answer the following queries: 1. What loss is there is Argentine wheats arriving at those ports after they have been cleaned in the mills? 2. What are the foreign substances composing the residues after cleansing? 3. What is the cost of cleaning, and what commercial value has the residue? 4. If importers sell the wheat in the same state as it arrives, or if they clean it first—if the latter is the case, what increased value does this give the wheat? 5. What do commerce and millers think as to the quality of Argentine wheats and of the benefits that would result if the wheat was cleaned before shipment? 6. What relation exists between the loss which Argentine wheats

suffer through cleaning and those imported from other countries?

Broomhall's gives the following returns, furnished by the custom house officials of the countries named, of the imports of wheat and flour for the season 1899-1900, reducing quarters to bushels at eight bushels per quarter:

Importing countries—	Bushels.
United Kingdom	176,000,000
France	9,160,000
Germany	38,544,000
Belgium	31,984,000
Holland	14,640,000
Italy	22,000,000
Spain	12,880,000
Portugal	4,800,000
Sweden	6,960,000
Norway and Denmark	3,680,000
Switzerland	15,920,000
Greece	5,200,000
Malta, etc.	680,000

China and Brazil	342,448,000
	29,704,000

Exporting countries—	Bushels.
United States	179,680,000
Canada	10,080,000
Russia	58,960,000
Balkans	16,336,000
Austria-Hungary	2,080,000
India	3,840,000
Australasia	7,040,000
Argentina and Uruguay	79,408,000
North Africa, Chile, Persia, Turkey in Asia, etc.	15,944,000

373,368,000

FLAXSEED

The Scio, Ore., flax mill which was destroyed by fire recently, will be rebuilt.

The railroad companies of North Dakota are insisting that the elevator companies shall hold enough flax and wheat for seed next spring.

It is reported that consideration of the plan to increase the working capital of the American Linseed Company has been postponed indefinitely.

The Chicago office of the American Linseed Company will be closed, and all registration of stock must be through the Central Trust Company of New York.

Flax buyers have found the market this year full of surprises. One North Dakota buyer is said to have paid \$1.40 a bushel for two cars which sold for \$1.20.

Imports of flaxseed into Europe this season have been 27,816,000 bushels, as compared with 35,976,000 bushels a year ago. Indian exports have fallen off nearly 8,000,000 bushels.

R. Mauvais of San Jose, Cal., a retired farmer, is endeavoring to interest the farmers of the Santa Clara valley in the production of flax. He argues that the cultivation of flax instead of wheat and hay will be beneficial to the agricultural interests of California.

The high point in flaxseed was touched November 12, when it sold in Chicago at \$1.82½. From this point it fell off sharply 20 cents and the market has been very dull. Crushers are buying as little seed as possible at the high prices, and it is believed in some quarters that a moderate price is bound to prevail.

The directors of the American Linseed Company met November 15 and voted to pass the regular quarterly dividend on the preferred stock, and to reduce the price of oil ten cents a gallon. They gave as a reason for passing the dividend that the money was needed to meet obligations incurred in the purchase of seed.

The flax receipts of this year's crop at Duluth, up to the close of November, 1900, were 4,831,000 bushels, against 7,541,000 bushels for the same period last year. Further receipts of about 1,200,000 bushels are looked for, making a total of about 6,000,000 bushels, which would be more than 2,000,000 bushels less than the total receipts last year.

Flax grades in the Minneapolis and Duluth markets were badly demoralized during the first half of November, by wholesale mixing process at Minneapolis. From 25 to 40 per cent of unsound seed was mixed with sound seed in that city and the mixture graded No. 1 Northwestern, which is the contract grade, and then shipped to Duluth. Eastern buyers began to protest at once and refused to buy except on sample. Duluth members of the state board of arbitration were aroused when 25 cars of the mixed seed arrived in that city, deliverable on contracts, although seriously below grade according to the Duluth standard, which per-

mits not to exceed 15 to 18 per cent of unsound seed. The Duluth board of appeal went to Minneapolis and conferred with the Minneapolis members of the board of arbitration, with the result that the limit to the admixture of stained or unsound seed was placed 20 per cent.

PRESS COMMENT

THE CORN CORNER.

Phillips, the erstwhile corn king, is a curiosity. He didn't take everything in sight, nor even desire to do so.—Birmingham (Ala.) Age.

Young man Phillips' corner in corn is about the slickest and most successful squeeze that has been engineered in Chicago lately.—Boston Herald.

We admire the young man's nerve. We hope he will succeed. Should he fail, he will not be lonesome. There are many others.—C. A. King & Co.'s Circular, November 24.

Speculation of this sort does not add a dollar to the wealth of the country. This kind of thing is called "business." It is business in the same sense that betting is business.—Indianapolis Journal.

George H. Phillips, the new corn king, did not make so spectacular a corner as that of which Joseph Leiter was the proud possessor a few years ago, but he didn't lose control of it, and he got away with the profits, which is more than Leiter did.—Albany Journal.

Phillips declares positively that he will retire from the field with his present honors and bank account. This is very sensible of him, for where one corner wins, ten at least slip a cog to the great disaster of the man who is trying to work it.—Grand Rapids Herald.

Corners are objectionable and morally are little better than any other sort of hold-up. But they are the outgrowth of speculative trading on the board of trade, and until trading in anything but the actual grain is made the rule of the board, they are likely to be successfully engineered.—Chicago Record.

Ordinarily when a bold speculator undertakes a corner of such magnitude he secures the assistance of a dozen or more brokers who buy or sell as he indicates. But Phillips operated without assistance, and it was easy for his enemies to know at all times just where he stood.—Yorkville (S. C.) Enquirer.

The profits and losses are confined almost entirely to the grain pit of the Chicago Board of Trade. The farmers did not gain anything worth mentioning from the high prices of corn prevailing during the corner, as they did under young Leiter's attempt to corner wheat.—Springfield (Mass.) Republican.

Mr. Phillips made a number of thousand dollars—all of which had as much to do with the commerce of the country as though Mr. Smith should bet Mr. Jones that the Pennsylvania Limited would arrive fifteen minutes ahead of time on a certain day. The moral is that if you are going to bet be careful to bet right.—Chicago News.

Some years ago young "Joe" Leiter was a nine day's wonder. Almost all the famous "corners" have collapsed. The resources of the country are too great to be controlled by a single man, save when special circumstances are favorable. Even then a corner is risky, because the plunger, who is usually at the head of the enterprise, wants too much.—Philadelphia Enquirer.

The men interested in it have not become multimillionaires. Their profits do not exceed \$200,000 and the losses appear to be so evenly distributed that not one of the "unfortunate dealers" has suffered severely. It is only by exceptional skill and good luck that the men who try to run a corner get out whole. Far more money has been lost by the men who have run corners than has been made by them.—Chicago Tribune.

In fact, the whole matter was as much a game of chance as faro, and, after all, not quite so exciting as draw poker. The important thing about it is that Mr. Phillips' success will cause other ambitious young men to try to do likewise. The remembrance of Joe Leiter's mishap will be wiped out and the "corner" as a quick method of getting rich will be popular again. But there will be more who will, in their finish, imitate Joe Leiter than will end like George H. Phillips.—New York News.

Grain Inspector Louis Steller, San Francisco, has completed the grading of this year's crop. Standards run as follows: Choice milling wheat 60 pounds, No. 1 milling wheat 60 pounds, No. 1 white wheat 60 pounds, No. 1 chevalier barley 52 pounds, No. 1 brewing barley 46 pounds, No. 1 feed barley (bright) 39 pounds, No. 1 feed barley (dark) 41 pounds.

HAY

F. M. Potter has set up a hay press at Middle Valley, Idaho.

O. M. Lord has sold his hay and grain business at North Easton, Mass., and has gone into the ministry.

L. E. Chausee of Marquette, Mich., is building a new hay press embodying a patent improvement which is said to be of considerable value.

George C. Peck of Junction City, Kan., has been awarded the contract for supplying the government with 2,400,000 pounds of hay at Fort Riley, Kan.

E. J. Salway has purchased the building at No. 2 Exchange place, Batavia, N. Y., occupied by his hay and feed store, and has erected an addition for the storage of baled hay.

Oris Crew of Damascus, Ohio, and Alfred Brantingham of Winona, Ohio, have erected a two-story building at Sebring, Ohio, which they will occupy as a hay warehouse and salesroom.

Large quantities of timothy and clover hay have been shipped out of Wabash County, Indiana, at prices about \$10 a ton on the farms. Competition among buyers has reduced their margin of profit to a low figure.

The highest market prices for hay in the leading markets of this country on November 16, 1900, ranged from \$10 a ton at Kansas City, Mo., to \$13.75 at Chicago, and \$19 at Boston, New York and other eastern cities.

Kansas hay dealers are making a rich clean-up. One firm at Wichita has in storage over a thousand tons of baled hay, which cost, cut and stored, from \$2 to \$4 a ton. The price there now is \$7, and the demand from the East bids fair to raise this price to \$12.

Nearly 1,700 bales of straw were burned at Stewartsville, Ind., November 13. It was the property of a factory located at another point in the state and was piled up in the open air awaiting shipment. The fire is supposed to have been of incendiary origin.

The smallest estimate of the hay crop of 1900 is that made in the recent government report, viz., 50,096,000 tons. This is the smallest yield in eleven years, except the yield of 47,000,000 tons in 1895. Last year the crop was 56,655,000 tons, and two years ago it was 66,370,000 tons.

Prices of hay in Minnesota have soared to unusual heights of late, owing to the demand from other states. At St. Paul a choice article has been quoted recently at \$14.50, with every prospect of a continued rise. At the beginning of hay harvest hay sold on the meadow at as low as \$3 to \$4 per ton.

Farmers in the vicinity of Jamestown, N. D., are said to be making much of pigeon grass this year, which with many of them is their chief supply of feed. It is considered worth nearly as much as millet, which sells at \$8 a ton. A mixture of pigeon grass and green flax is said to be readily eaten by horses.

Canadian hay continues to be exported to English and American markets. Canada has this year, as always, a surplus of hay, which must find purchasers abroad. Prices at Montreal have been steady at from \$8 to \$9 per ton for choice No. 2, while No. 1 continues scarce at \$9.50 to \$10. Clover has been selling at \$7.50 to \$8.

Boston has drawn heavily on the western states for her hay supply, particularly from Michigan. This year the hay crop throughout New York State, Maine and, in fact, all through the northern and eastern states, has been light. It is estimated by dealers at from 15 to 20 per cent short of the average season, and will compel the importation into the New England and Middle States this winter of large quantities of hay.

Hill Brothers and Gray & Walker are running hay presses to their utmost capacity at Stirlingville, near Sault Ste. Marie, Mich. In the vicinity of Hudson, Mich., on the Northern Peninsular, it is estimated that there are more than 5,000 tons of hay in bales awaiting shipment, which cannot be had because of scarcity of cars. Meantime hay at Grand Rapids is bringing high prices, and the farmers of Michigan are counting on large returns.

There are no rules adopted by the Boston Chamber of Commerce for the grading of hay, and no authorized inspector of hay by them or by the city. Some dealers have their own inspectors, and others rely on the grading of those who buy for them in the hay growing sections, and they try to conform to the grades adopted by the National Hay Association, but individual opinions often differ as to the proper grading, as they might of assorting fruit or vegetables into very large, large, medium or small.

Boston receives but little that is graded higher than No. 1, though parties who buy to sell again may represent it as being choice.

C. W. Hayes is quoted as authority for the statement that between 3,000 and 4,000 tons of hay have been pressed in Portland, Ore., this year and sold to the United States government for use in the Philippines and China. The hay has all been pressed by a new steam press of which there are only two on the Pacific Coast. The bales are 14x18x40 inches, and weigh 180 pounds each. The pressure to which the hay is subjected is 42 pounds to the cubic foot. The best results are obtained when hay is taken which has been pressed once, as the springiness has been taken out. New hay can be pressed, but it is apt to mold if it is to be sent any distance. Therefore the new press is not a complete success in pressing new hay for government purposes. Baling in Oregon differs considerably from California hay baling. In Oregon the bales weigh about 175 pounds; but in California the bales are large, and weigh all the way from 250 to 360 pounds. On an average it takes about eight bales to weigh a ton.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows: During the week ending November 17 sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.00@13.50; No. 2, \$12.00@12.50; not graded, \$9.00@12.00; no grade, \$10.00. Choice Prairie, \$11.00@13.00; No. 1, \$9.50@10.75; No. 2, \$7.00@9.00; No. 3, \$7.00; No. 4, \$5.50. Rye straw sold at \$7.50@8.50. The receipts for the week were 3,399 tons, against 3,224 tons for the previous week. Shipments for the week were 121 tons, against 76 tons for the previous week. Timothy hay was in light supply during the week, and an urgent local demand existed. A very firm feeling prevailed and prices advanced 50 cents a ton. The arrivals of Prairie Hay fell off and the demand was good for all grades.

During the week ending November 24 sales of Choice Timothy ranged at \$13.75@14.50; No. 1, \$13.00@14.00; No. 2, \$12.00@13.00; not graded, \$10.00@12.50; Choice Prairie, \$10.50@13.00; No. 1, \$10.00@12.00; No. 2, \$6.25@9.00; No. 4, \$7.50. Rye straw sold at \$8.25@9.25, and oat straw at \$6. The receipts for the week were 3,465 tons, against 3,399 tons for the previous week. Shipments for the week were 141 tons, against 121 tons for the previous week. Only a moderate business was transacted during the week. The demand was good for all descriptions of both Timothy and Prairie Hay, but the arrivals were only fair. A very firm feeling prevailed but prices exhibited no material change.

During the week ending December 1 sales of Choice Timothy ranged at \$13.75@14.50; No. 1, \$13.00@13.50; No. 2, \$12.50@13.25; not graded, \$11.00@12.00; Choice Prairie, \$12.00@13.50; No. 1, \$10.00@12.50; No. 2, \$9.00@10.00; No. 3, \$8.00. Rye straw sold at \$8.50@9.00. The receipts for the week were 2,467 tons, against 3,465 tons for the previous week. Shipments for the week were 161 tons, against 141 tons for the previous week. The arrivals of both Timothy and Prairie Hay showed quite a falling off during the week. A good sharp demand existed for all grades, and the offerings were readily disposed of.

During the week ending December 7 sales of Choice Timothy ranged at \$14.00@14.75; No. 1, \$13.00@14.25; No. 2, \$12.50@13.50; not graded, \$10.00@13.00; Choice Prairie, \$12.00@13.00; No. 1, \$9.00@12.50; No. 2, \$8.50@10.00; No. 3, \$7.00@9.00. Rye straw sold at \$8.00@9.00, and oat straw at \$7.00. The receipts for the week were 4,806 tons, against 2,467 tons for the previous week. Shipments were 100 tons, against 161 tons for the previous week. An easier feeling prevailed for Timothy Hay during the week. The arrivals showed a large increase and the demand was only fair. Prices declined 25@50 cents per ton and the market closed quiet. Prairie Hay ruled about steady. The receipts were only moderate and demand good for Kansas and Iowa, especially during the early part of the week, with a little more inquiry for State hay toward the close on account of the high prices prevailing for the Kansas and Iowa hay.

MOVING THE CROPS.

The work of moving an immense crop of wheat from the Southwest to export points is now progressing. The financing of the crop is an interesting process. The farmer receives cash for his grain from the local buyer. From that moment the two items of interest and insurance begin to play an important part, as the successive handlers of the grain must have interest on their investment, and must be protected by insurance against loss by fire or shipwreck. The grain buyer ships to some terminal point and draws cash on the bill of lading. At the terminal the grain is weighed and inspected, and finally deposited in a regular elevator. Once inside this elevator a warehouse receipt is issued

against it and the grain is declared a "good delivery" under the rules of the Board of Trade. On the warehouse receipt banks will loan money almost up to its face value. It is a quick collateral, because of the fact that there is an open market near at hand where it can be sold on short notice.

TRANSPORTATION

The L. & N. is seeking terminal facilities at Port Chalmette, New Orleans.

The Rock Island branch from Anadarko to Fort Sill, Okla., 32 miles, will be finished by January 1, 1901.

New Orleans is to have two new lines of steamers making regular sailings—one to London and one to Hull.

The contract has been let for grading the B., C. R. & N.'s new line from Albert Lea to near Fari-bault, Minn.

It is stated unofficially that the Illinois Central road will soon put on a line of steamers sailing from New Orleans to Liverpool and London.

The average grain rate on the Erie for the season of 1900 was 25 cents per bushel, Buffalo to tidewater. Last year it was three cents.

November grain traffic eastward was not brisk, and it is rumored the usual break in rates began about December 1, affecting Chicago, Kansas City, etc.

The Rock Island Route is pushing an extension to El Paso, Texas, and has acquired the El Paso & Northern, completing the line from Chicago to that city.

It is rumored along the river at Chicago that the big boats of the Carnegie and Rockefeller ore lines will make an effort to keep navigation open to Buffalo all winter.

It is stated by a Philadelphia paper that early in November a deal was made by which 1,000,000 bushels of Oregon and Washington wheat will be sent East for export via Philadelphia.

The Canadian Pacific Railway on November 19 announced that it would take its export grain traffic to the port of St. John, N. B., during the present winter, instead of to Boston or Portland, Me.

The Milwaukee Chamber of Commerce freight bureau, of which Geo. A. Schroeder was manager, will be abolished on January 1 next, when the resignation of Manager Geo. A. Schroeder takes effect.

The sixth annual convention of the Ohio River Improvement Association was held at Cincinnati on November 14. The Association's object is to increase water transportation facilities in the Ohio Valley.

Grain shippers on the Pacific began making charters for the crop of 1901 as early as November 1. The prices paid were higher by 75 cents per ton than at last opening. Toward the close of the month for present shipment eased up somewhat, dropping \$1.25 per ton.

On December 1, the Great Northern Railway of Canada completed a contract with the Leyland Line for the charter of five boats for five years to carry grain between Quebec and Great Britain. This will enable the Great Northern to run a weekly service between Quebec and England. The Great Northern announces that some of the steamers now running to Boston will be brought to Quebec next season for their export trade.

Navigation on the lakes nominally closed on December 5, when new insurance ceased. During the last days, the rates to Buffalo went up rapidly, closing at about 3 cents for corn. A cargo of wheat to be held at Cleveland brought 3½ cents. Several boats sailed after the 5th, however, at the winter rate of insurance. The season's grain trade has not been as large as a number of preceding years, but it makes a good showing. There was a loss as compared with the previous year, but the showing to date is a fair one. Grain was carried in larger boats, and the record for big cargoes was frequently broken. The aggregate shipments were 127,058,490 bushels, including 25,281,243 bushels wheat, 77,084,087 bushels corn, 23,795,915 bushels oats, 445,069 bushels rye, and 452,176 bushels barley. The distribution of the grain was 70 per cent to Buffalo and 30 per cent to other ports. Shipments to Buffalo aggregated 88,577,109 bushels.

Tacoma's wheat receipts from the east side of the state dropped during November to a minimum, only from eight to ten cars daily being received. It was reported from the state grain inspector's office that the eastern Washington farmers were grinding up their grain and feeding it to stock. Wheat was selling there on November 26 for 35 cents a bushel.

BARLEY

AND MALT

The Columbia Malting Company of Chicago, has certified to an increase of capital stock from \$3,500,000 to \$7,000,000.

The Gallatin Valley, Montana, produced this year more than 20,000,000 pounds of barley of its usual very superior quality.

The Borchert Malting Company has completed its new elevator at Milwaukee, Wis., on the site of the old Stalk Brewery.

Charles Manegold will erect a malting house at Waukesha, Wis., to cost, with machinery, \$75,000, and have a capacity of 200,000 bushels annually.

Barley sold at 48 cents a bushel at Luverne, Minn., November 17, which is said to be the highest price paid for this grain in that market for ten years.

The Galland-Henning Pneumatic Malting Drum Manufacturing Company will erect a large addition to its plant on Virginia and South Water streets, Milwaukee.

Up to November 23 of this crop year Henry Rahr's Sons' brewery at Green Bay, Wis., had received 49,000 bushels of barley from the surrounding country.

Three of the largest barley cargoes ever transported on the great lakes were loaded at Duluth during the week ending November 17. They averaged 276,000 bushels each. The steamship Murphy alone carried 302,000 bushels.

The Minnesota Malting Company, in addition to its elevator, erected at Red Wing, Minn., last year, is this year putting up a flat house at Claybank, Minn., and a 15,000-bushel elevator at Goodhue. It expects to build another elevator next year.

Superintendent Engelhardt, of the Larrabee Street house of the W. H. Purcell branch of the American Malting Company, fell and broke his knee cap. He is getting along as well as could be expected under the circumstances, but is confined to his home at Edgewater.

There were exported from the port of San Francisco during October, 293,357 centals of barley, valued at \$293,350, as against 229,459 centals in 1899, valued at \$241,032. From January 1 to November 1 there were exported 2,345,821 centals, of a value of \$2,200,274, against 2,093,540 centals during the corresponding period of 1899, valued at \$2,238,000.

The receipts of barley at Cincinnati during November were 129,062 bushels, and shipments 862 bushels, as compared with receipts of 127,330 bushels and shipments of 2,122 bushels, in the same month in 1899. The receipts of malt at Cincinnati during November, 1900 were 31,240 bushels, and shipments 28,134 bushels, as compared with receipts of 51,576 bushels and shipments of 54,974 bushels in November, 1899.

John F. Dornfeld of Milwaukee, Wis., has patented a malting drum which is a combination of a drum, an interior cylinder extending longitudinally in the drum, the cylinder having a series of perforations on its under side only. An air shaft or pipe leads into the upper portion of the drum, and another air shaft leads from the interior cylinder. One of these pipes supplies air to the drum, and the other serves as an exhaust.

The P. H. Rice Malting Co. of Chicago are constantly improving their plant. The latest addition is a newly constructed steam-heated skim drying kiln. This is erected on the roof of the engine room, and constructed of 4-inch hollow tile and steel beams and floors. The 3-inch standpipe has been placed in the elevator, and a continuous 4-inch pipe connects and runs over the roof of the malthouse to the steep tanks, giving an additional supply of water for that purpose. This plant is located at Cragin, on the C., M. & St. P. R. R. W. P. Rice is the superintendent and M. O. Boyle is the foreman.

The annual meeting of the American Malting Company was held in New York November 15. The report for the fiscal year ending August 31 shows that the Company earned interest on its bonds and a profit of \$123,000, after deducting \$69,000 for bad debts and setting aside \$100,000 as a reserve fund to provide for losses on old contracts. The Company begins its current year with a working capital of \$4,620,500, of which \$1,710,000 is cash; \$1,448,000, notes and accounts receivable; \$20,500, securities of other companies, and \$1,436,000 inventories. A resolution was adopted instructing the new directors to devise a plan to readjust and reduce the capital stock and submit the matter to the stockholders at a special meeting. The new directors are: Charles W. Goodyear of Buffalo, succeeding Alexander M. Curtiss of that city; Robert M. Galaway, John G. Jenkins, Adam Neidlinger, Joseph

P. Ord, Charles A. Purcell, Charles A. Stadler, Louis L. Stanton, Charles Sohngen, Seymour Scott, J. J. Treacy and Frederick Ullman.

MALT DUST EXPLOSIVE.

It has been pointed out by the German and American Brewers' Journal that ground malt dust is of a more inflammable nature than is the wheaten flour dust, and exerts an equally explosive energy. It is very important that no ground malt should be found in a room in the presence of a naked light, and that whatever illuminator is used should be dustproof.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.		
Imports—	Bushels.	Value.
October, 1899	73,248	\$35,031
October, 1900	60,860	30,038
Ten mos. ending Oct., 1899.....	94,593	44,780
Ten mos. ending Oct., 1900.....	89,628	45,992
Exports—		
October, 1899	3,053,392	\$1,460,314
October, 1900	868,535	409,204
Ten mos. ending Oct., 1899.....	10,948,746	5,432,708
Ten mos. ending Oct., 1900.....	11,861,256	5,526,222

BARLEY MALT.

Imports—		
October, 1899.....	None.	None.
October, 1900	400	\$324
Ten mos. ending Oct., 1899.....	3,121	2,622
Ten mos. ending Oct., 1900.....	4,262	4,297
Exports—		
October, 1899	19,418	\$14,431
October, 1900	17,411	12,980
Ten mos. ending Oct., 1899.....	355,541	252,280
Ten mos. ending Oct., 1900.....	257,009	188,941

AMERICAN MALTING COMPANY'S CHICAGO MALT HOUSES.

The Chicago plants owned and operated by the American Malting Company, together with the system of malting employed by each house, located and distributed in various parts of the city, are as follows:

The L. I. Aaron Company Branch.—System, Saladin; capacity of elevator, 120,000 bushels; malting capacity, 1,020 bushels per day; location, One Hundred and Third Street and Pennsylvania Railroad, South Chicago.

The Brand, Bullen & Gund Branch.—System, Saladin; capacity of elevator, 360,000 bushels; malting capacity, 2,000 bushels per day; location, Thirtieth and Rockwell streets.

The F. F. Bullen Malting Co. Branch.—System, floor malting; capacity of elevators "A" and "B," 600,000 bushels; malting capacity, 3,500 bushels per day; location, Chicago, Milwaukee & St. Paul Railroad, at Cragin.

The Carden Malting Company Branch.—System, floor malting; capacity of elevator, 225,000 bushels; malting capacity, 1,300 bushels daily; location, Cherry Street, near Hickory Avenue.

The John Carden Junior Branch.—System, floor malting; capacity of elevator, 130,000 bushels; malting capacity, 975 bushels per day.

Chicago Pneumatic Malting Company Branch.—System, Saladin; capacity of elevator, 460,000 bushels; malting capacity, 1,000 bushels per day; location, Harvard and South Rockwell streets.

The Hales & Curtis Malting Company Branch.—System, floor malting; capacity of elevator, 400,000 bushels; malting capacity, 2,400 bushels per day; location, Bliss and Hickory avenues.

The W. H. Purcell Company Branch (Kensington).—System, Galland-Henning Pneumatic; capacity of elevator and tanks, 450,000 bushels; malting capacity, 3,100 bushels per day; location, Kensington, on M. C. R. R.

The W. H. Purcell Branch (Larrabee Street).—System, Galland-Henning Pneumatic; capacity of elevator, 250,000 bushels; malting capacity, 1,700 bushels per day; location, 26-34 Larrabee Street.

The J. Weil Malting Company Branch.—System, floor malting; capacity of elevator, 350,000 bushels; malting capacity, 500 bushels per day; location, Fifty-second Street and Panhandle Railroad.

Mr. J. C. Engelhardt is the superintendent of all the Chicago plants.

ACCUSED OF COLORING BARLEY.

The grand jury, on November 27, made a sensation in the Chicago barley market by returning an indictment, charging D. H. Stuhr, president of the Hawkeye Elevator Company, and Frank Noth and August Russell, employees of the company, with the offense of coloring barley. The employees named were arrested and thrown into jail. Being a resident of Davenport, Iowa, Mr. Stuhr could not be arrested, but he came to Chicago voluntarily on November 28 and gave bonds for the appearance for trial of both himself and his employees.

A statute of Illinois, enacted in 1877, expressly provides that: "No person shall subject or cause to be subjected any barley, wheat or other grain to fumigation by sulphur or other material, or to any chemical or coloring process, whereby the color,

quality or germ of such grain is affected;" and that no grain so affected shall be offered for sale in this state, under penalty of fine of \$100 to \$1,000 and imprisonment not to exceed thirty days in the county jail.

It is charged by the state that the Hawkeye Elevator Company has in operation at its elevator at West Hammond, Ill., a "fumigating apparatus," the purpose of which is to brighten the color of barley, and the "sleuth" in charge of the case descended at length to the reporters on the exceedingly fine work necessary to make the detections leading to the indictments. Mr. Stuhr, on the other hand, seems to have made no great secret of the matter. On receiving information of the indictment while yet in Davenport he said to a reporter: "The indictment is nothing but the work of my competitors. I can demonstrate that my system of purifying the barley puts the barley in better shape, makes it sweeter and better all around, and it shows better yielding capacity. Before I began to use the patent purifier I tested it thoroughly and had all tests thoroughly analyzed by the Zymotechnic Institute of Chicago, and the result showed a great improvement in the barley. The fact that not one of my customers ever complained shows that my indictment is the work of competitors."

In Chicago, the next day, he further added: "Before I adopted this process of purifying the grain I experimented with it thoroughly and found that it would make it much sweeter in the malt and retain, if not strengthen, all its other properties. It simply takes out the impurities in the grain, and there is nothing connected with it that could possibly be injurious to health. The process simply consists of dropping the grain through steam."

On December 1 motions were made before Judge Holdom to quash the indictments. The motion was taken under advisement on written briefs. The claim was made by the defense that there might be emergencies when the fumigation of grain would be necessary for a legitimate end, and therefore the law was incomplete and not constitutional.

The EXCHANGES

The Kansas City Board of Trade is now using Minneapolis wheat quotations as a trading basis in place of New York prices.

The St. Louis Merchants' Exchange now has a continuous service in Minneapolis grain quotations which are proving quite acceptable in the absence of Chicago quotations.

The House of Delegates of St. Louis, Mo., has passed a bill giving the Merchants' Exchange supervision of the weighing of all grain and farm products shipped into St. Louis, except that received at public elevators.

By a vote of 598 to 72 the Chicago Board of Trade has decided to extend the trading limit from 60 to 90 days preceding the month on which the future is based. Trading in May corn may begin in the preceding October the same as with wheat.

Chicago Board of Trade men are disappointed and more or less disgusted at the action of the Ways and Means Committee of Congress in not reducing or removing the tax on board of trade transactions at the rate of 1 cent per \$100.

The Grain Committee of the Cincinnati Chamber of Commerce has recommended to the directors the adoption of rules proposed by the New York Produce Exchange, providing for "immediate" shipment of grain within three days, "quick" shipment in five days, and "prompt" shipment in 10 days. Country shippers will be given three days to send instructions regarding shipments. Car lots were defined as follows: Corn, 500 bushels; oats, 1,500, and wheat, 800.

Upon recommendation of the Rice Committee of the New Orleans Board of Trade, the directors have adopted the following amendments to the rice rules: "1. In cases of controversy, where arbitration is required, application for arbitration shall be made within forty-eight hours. 2. Brokers shall make reports of rough rice sales in sacks, and millers' reports of clean rice sales in pockets of 100 pounds net. 3. Compilations from these reports shall be posted on the bulletin board, specifying the number of sacks of rough rice and prices, and the number of pockets of clean rice and prices."

At the November meeting of the directors of the Baltimore Chamber of Commerce it was finally decided to reduce the limit of membership from 1,000 to 400, and to increase the initiation fee from \$250 to \$500. The clause in the by-laws restricting membership to persons "residing in or permanently doing business in this city" was also removed, so that the privilege of membership will now be extended to outsiders. There are now 403 members. The adoption of the changes in the by-laws does not mean that anyone must resign, but only that when the list falls below 400 it cannot again exceed that number.

PERSONAL

John G. Breneman is now in charge of Coble's grain warehouse at Bellaire, Pa.

J. W. Dunn is now buying grain for the Kansas City Grain Company at Lennox, S. D.

Walter Miller, of Miller Brothers, Minneapolis, is spending the winter in Colorado for his health.

F. T. Effinger has resigned his position with the Osborn & McMillan Elevator Company of Lanona, N. D.

John W. Kauffman, the St. Louis miller, has purchased a membership on the Chicago Board of Trade.

John W. Youngerman of Waukeg, Ia., has removed to Crocker, Ia., where he will engage in the grain business.

R. W. Munsil of Centerville, S. D., has taken charge of the Marfield Elevator Company's elevator at Salem, S. D.

William Matchan of Zumbrota, Minn., a grain dealer, is seeking an appointment in the state grain inspector's office.

Charles Leach of Forest Mills, Minn., is a candidate for a position in the grain inspection department of that state.

Julius Thomas, a grain dealer of Millington, Ill., was set upon by thugs while in Ottawa recently and was robbed of \$136.

Norman B. Ream, the millionaire Board of Trade man of Chicago, made his start in the grain business at Osceola, Ia., in 1869.

Harry Randolph, grain dealer of Covington, Ind., was elected on the Republican ticket for county treasurer of Fountain County, Indiana.

W. F. Cyr, wheat buyer for the Red Lake Falls Milling Company, is a candidate for appointment to a grain inspectorship at Duluth, Minn.

T. C. Williams, who recently sold his elevator at Mt. Morris, Ill., is visiting Washington and Oregon with a view to selecting a new location.

Henry J. O'Neill, the "barley king," was discharged of debts aggregating about \$500,000, in the United States District Court November 12.

Nels Larson, who has been in charge of the elevator of the Northwestern Iowa Grain Company at Cylinder, Ia., has been transferred to Rake.

Mr. Hollensworth, who has been in charge of the elevator of the Dixon Cereal Company at Amboy, Ill., has resigned to go into other business.

J. A. Heywood, manager of the elevator at Richards, Ia., has erected a neat cottage at that place, and his friends accuse him of matrimonial designs.

Frank G. Crowell, county attorney of Atchison County, Kansas, has resigned to become secretary and treasurer of the Greenleaf-Baker Grain Co. of Atchison.

James Butters, who has been in charge of an elevator at Easby, N. D., has resigned and gone into other business. He is succeeded by Albert Limburg.

Edward G. Heeman, who has had charge of Ware & Leland's cash grain department, has resigned. He will go to New York to engage in other business.

Jas. L. Rynearson of Chicago will retire from the grain trade and move to his stock farm in Missouri. He has been on the Board for over thirty years, making wheat a specialty.

W. R. Truesdell, who has been manager of the Monarch Elevator at Adrian, N. D., is now managing the elevator of the same company at Elliott, vice A. C. Cooper, resigned.

John D. Maloney, who has been manager at Worcester, Mass., for J. L. McLean & Co., stock brokers, is now representing the Federal Stock and Grain Company of Boston.

M. P. Harris of Lee, Ill., met with rather a severe accident on December 3, in falling from a car. The fall resulted in the spraining of both ankles, besides breaking his arm.

Charles Hill has resigned his position as agent for the Duluth Elevator Company at Morris, Minn., and has removed to Grey Eagle, Minn., where he will engage in the elevator and feed mill business.

W. T. Kemper, president of the Kansas City Board of Trade, has sold his interest in the Kemper Grain Company and will retire from the grain commission business to devote his attention to his mercantile interests.

A. C. Abbott, bookkeeper for Kirkpatrick, Lackland & Co., grain dealers of Chenoa, Ill., has been compelled by ill health to resign, and has gone to Parma, Idaho. He is succeeded by his father, W. G. Abbott, an expert bookkeeper, who worked

for the Hayes Grain Company for twenty-two years.

Capt. R. White, of the Royal Navy Reserve, and for 23 years Port Warden of Glasgow, Scotland, has been visiting Buffalo and other American grain shipping points, for the purpose of studying the American system of handling grain.

Late Patents

Issued on November 13, 1900.

Disappearing Grain Car Door.—Thos. G. Cockings, Newport, Ky. Filed July 13, 1900. No. 661,713. See cut.

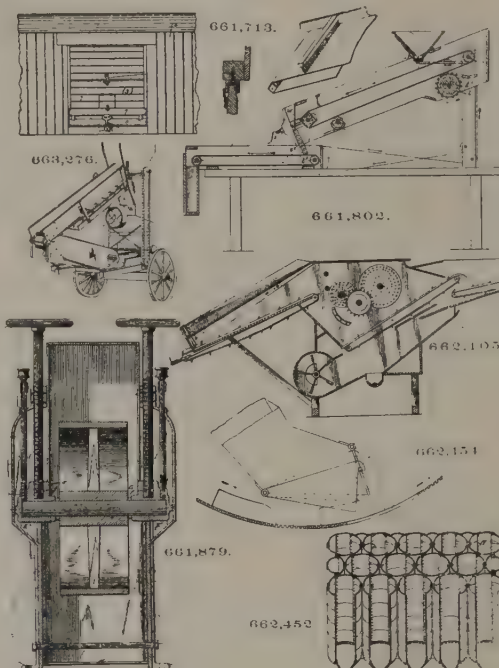
Elevator Boot.—Christopher W. Levalley, Milwaukee, Wis. Filed April 4, 1899. No. 661,879. See cut.

Oil Engine.—Joseph Day, Weston-Supermare, England. Filed Dec. 28, 1897. No. 661,599.

Pea Cleaner.—Wm. T. Hilleary Jr., Baltimore, Md. Filed March 6, 1900. No. 661,802. See cut.

Issued on November 20, 1900.

Feed Attachment for Corn Shelling Machines.—Daniel Wandscheer, Sioux Center, Iowa. Filed March 21, 1900. No. 662,105. See cut.



Sparkign Igniter for Explosive Engines.—Alfred J. Signor, Elkhart, Ind. Filed Feb. 1, 1899. No. 662,315.

Explosion Engine.—T. L. Sturtevant, Quincy, and T. J. Sturtevant, Newton, Mass. Filed Feb. 6, 1900. No. 662,040.

Multiple-Cylinder Explosive Engine.—Alfred J. Signor, Elkhart, Ind. Filed Nov. 18, 1899. No. 662,155.

Gas Engine.—Geo. J. Altham and John Beattie Jr., Fall River, Mass. Filed May 17, 1900. No. 662,181.

Issued on November 27, 1900.

Trip Lock for Use in Starting Explosive Engines.—Paul Svenson, Hopkins, Minn. Filed Sept. 21, 1899. No. 662,507.

Explosive Engine.—Oliver F. Good, Dayton, Ohio. Filed Aug. 25, 1900. No. 662,718.

Grain Bin.—James Macdonald, Chicago, Ill. Filed Sept. 17, 1900. No. 662,452. See cut.

Grain Sorting Machine.—Johann Mayer, Cologne, Germany. Filed Nov. 9, 1899. No. 662,454. See cut.

Grain Unloading Device.—A. J. Frerking, Concordia, Mo. Filed May 28, 1900. No. 662,529.

Issued on December 4, 1900.

Corn Conveyor.—Walter C. Horine, Arrowsmith, Ill. Filed March 16, 1900. No. 663,276. See cut.

Explosion Engine.—Henry W. Struss, New York. Filed Dec. 8, 1899. No. 663,106.

Gas Engine.—Albert D. Garretson, Buffalo, N. Y., assignor to the Garretson Engine Co., same place. Filed March 6, 1899. No. 663,091.

David Dudenhaber, who operated at 423 Rialto building as the Chicago Grain and Produce Association, was convicted of fraud by a jury in the United States District Court on November 20. He ran one of the get-rich-quick concerns.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

OAT CLIPPERS.

For sale, two No. 5 Eureka Oat Clippers, second-hand. Address

OAT CLIPPERS, care Box 10, "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

GRAIN AND FEED BUSINESS.

For sale, feed mill, flour, feed and grain elevators, on main line of the Pennsylvania Railroad, 44 miles west of Philadelphia in Chester Valley. Corn and hay house with siding to both. Forty-horsepower Otto Engine, 20-inch Attrition Mill, dustless cleaner, self-feeding sheller, wagon and grain scales, electric light and borough water. All in good order. A large grist sale and exchange trade and no competition. Address or apply to

B. WALTER, Parkesburg, Pa.

FOR SALE CHEAP.

A large number of double stands 6x18, 6x20, 7x16, 7x20, 9x18, 9x24 and 9x30 rolls.

Two Nordyke & Marmon 9x18 and 9x24 two-pair high feed rolls.

Two Willford No. 1 Feed Rolls.

A number of gasoline and steam engines of good make; all sizes.

Feed rolls from \$60 up and all good ones. Also shafting, belting, pulleys, etc., at a big discount. Also grain cleaning machinery.

JACKSON MFG. CO., Minneapolis, Minn.

FOR SALE.

A grain warehouse, coal and lumber yard, railroad siding, together with about nine acres of arable land. Frame dwelling house, heated with steam. Stables, potato and fertilizer houses; two wagon scales. Warehouse is equipped with a new 40-h. p. boiler and 25-h. p. engine, chopping mill, grain separator, oat clipper, corn sheller. Grain is loaded into cars with elevators. Situated at Kempton, Berks Co., Pa., on a branch of the P. & R. Ry. For further information address

MAHLON C. DIETRICH, Kempton, Pa.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATOR MAN WANTED.

Wanted, at once, good all-round elevator man to take charge of elevator, work with other men and have full charge and management of same. Capable of doing ordinary repair work in dull time. Salary, \$50 per month.

H. L. STRONG GRAIN CO., Coffeyville, Kan.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

BOOKKEEPER WANTED.

Wanted, immediately, good, reliable, experienced bookkeeper in grain office. Must be first-class. Good salary to right party. Address at once in own handwriting.

H. L. STRONG GRAIN CO., Coffeyville, Kan.

A POINTER.

If you are looking for a purchaser for your property, better follow the advice given in the letter below and insert an advertisement in these columns:

St. Louis, Mo., Aug. 15, 1900.

Mr. J. C. Wallace, Lebanon, Mo.

Dear Sir:—We are in receipt of your valued favor of the 14th inst. and contents carefully noted. If we, by any possibility, chance to learn of a party that is looking for a good grain opening with elevator attachment, to be had at reasonable figures, we will most certainly recommend your plant very highly. At times there are parties who are changing their locations, and we think it would be good policy to insert a little advertisement that would cost you a trifle, in the "American Elevator and Grain Trade," published monthly in Chicago by Mitchell Bros. Co. We have at times advertised in the paper; it has a wide circulation and we think if you would thus cast your grain on the Chicago waters it might be returned to you in the shape of a purchaser of your elevator. We mail you sample of the publication so you can see what it is like. With kind regards, we remain

Yours very truly,

J. W. ROTH & SONS COM. CO.

ROOFING AND SIDING.**ROOFING TO LAST.**

Galvanized and Painted Corrugated Iron.

H. W. John's Asbestos Roofing.

GATE CITY ROOFING & METAL CO.,

416 Delaware St., KANSAS CITY, U. S. A.

Write for Prices.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

"ZANZIBAR" ELEVATOR PAINT.

ANTI-
RUST.

SPARK,
WATER,
WEATHER

PROOF.

Guaranteed
Five
Years.

Write for Prices and Circulars.

GARFIELD OIL CO.,

Cleveland, Ohio.



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

Corrugated Iron and Metal Roofing for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

SYKES STEEL ROOFING CO.,

611 So. Morgan Street, - - - CHICAGO.

Eastern Works: NILES, OHIO.

GRAIN BAGS—BURLAPS.

All kinds of Bags, New and Second-Hand.
ORDERS FILLED PROMPTLY.

W. J. Johnston, 182 Jackson St., Chicago. Factory and Office,

**E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale.

C. H. Matthiessen, President.

S. T. Butler, Vice-President.

Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

FACTORIES:

GENERAL OFFICES:

Chicago }
Peoria }
Rockford }

Ill. } Marshalltown }
Davenport }

Ia. }

The Rookery,
CHICAGO, ILL.

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

To POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,

315 Dearborn Street, Chicago, Ill.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

HENRY HEMMELGARN.

Established 1861.

PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,

COMMISSION MERCHANTS,

GRAIN, SEEDS AND PROVISIONS,

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade.

CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION
RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

McCORD & KELLEY,

TRACK BUYERS AND SHIPPERS OF

Grain and Hay

For Eastern and Southern Interior
Trade, and for Seaboard Delivery.

Gen'l Office, 358 N. High St.,

COLUMBUS, OHIO.

JAS. P. McALISTER & Co.,

COLUMBUS, OHIO,

Dealers

and Shippers

GRAIN AND HAY.

CORRESPONDENCE SOLICITED.

COMMISSION CARDS.

ESTABLISHED 1846.

C. A. KING & CO.

GRAIN and CLOVER SEED,

TOLEDO, OHIO.

Members { Chicago Board of Trade,
Toledo Produce Exchange.

SPECIAL MARKET AND CROP
REPORTS FREE.

BE FRIENDLY.

WRITE OCCASIONALLY.

ESTABLISHED 1876.

**W. A. RUNDELL & CO.,
GRAIN AND SEEDS,**

SPOT AND FUTURES.

CONSIGNMENTS and FUTURES given special
attention.

Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

33 Produce Exchange,

TOLEDO, OHIO.



CHAMBER OF COMMERCE,
DETROIT, MICH.

LIBRARY BLOCK,
DECATUR, ILL.

C. A. BURKS & Co.,

GRAIN AND MILL FEED.

WRITE, WIRE OR PHONE FOR PRICES.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN and SEEDS,
TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.

Handling consignments and filling orders for
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

COMMISSION CARDS.

PRIVATE WIRES.

ARTHUR R. JONES & CO.,
Members Chicago Board of Trade

GRAIN STOCKS
PROVISIONS BONDS

* * *

226-228 La Salle Street, - CHICAGO.

THEO. MCGINNIS,
Commission Merchant,
GRAIN, HAY AND FEEDSTUFFS.

Office, 524 Poydras St., New Orleans, La.
References: The Commercial Agencies, Teutonia Bank.
Consignments solicited.

ESTABLISHED 1870.

W. R. MUMFORD CO.,
GRAIN, HAY, SEEDS, MILL FEED.

GENERAL OFFICE: 528-532 Rialto Bldg., CHICAGO ILL.

Branch Offices: MINNEAPOLIS, MILWAUKEE, ST. LOUIS, PEORIA, BUFFALO.

CAREFUL ATTENTION GIVEN YOUR CASH AND FUTURE BUSINESS.

Grain Dealers,

:: :: WE WANT YOUR BUSINESS.

If you appreciate Honest Work, Good Treatment and Prompt Returns consign your grain to us.

CALUMET GRAIN & ELEVATOR CO.,
CHICAGO.

ARTHUR R. SAWERS in charge of receiving business.

W. M. TIMBERLAKE,
WITH

E. SECKEL & CO.,
Commission Merchants,
No. 78 to 82 Traders' Building,
CHICAGO.

Refer to { Continental National Bank, Chicago, Established 1862.
{ Corn Exchange National Bank, Chicago.

WARREN & CO.,
...GRAIN...

COMMISSION MERCHANTS,
Rooms 7 and 9 Chamber of Commerce,
PEORIA, - ILL.

E. W. BAILEY & CO.,
Commission Merchants,
GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade, CHICAGO.

M. F. BARINGER
...SUCCESSOR TO...

J. R. TOMLINSON & CO.
...GRAIN AND MILL FEED...
416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

ARMOUR & CO.,
205 LA SALLE STREET,
CHICAGO.

GRAIN BUYERS AND DEALERS.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,
Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL

RUMSEY, LIGHTNER & CO.,
COMMISSION MERCHANTS

Grain, Feed, Provisions, Seeds.

Main Office: 226 LaSalle St.,

Branch Offices:
MINNEAPOLIS,
MILWAUKEE,
PEORIA.
CHICAGO.

Make all drafts on Main Office.

Consign your grain and send
your orders to

JOHN DUNNETT & CO.,
COMMISSION MERCHANTS,

Room 33 Chamber of Commerce, Minneapolis, Minn.

LEMAN BARTLETT. O. Z. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers.

MILMINE, BODMAN & CO.,

GRAIN COMMISSION MERCHANTS,
RECEIVERS, SHIPPERS, EXPORTERS,

Grain and Seeds,

5 Board of Trade, 401 Produce Exchange,
CHICAGO. NEW YORK.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,
GRAIN MERCHANTS,

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

J. H. WARE. E. F. LELAND.

Consign your grain and seeds and send your Board of Trade orders to

WARE & LELAND,

200-210 Rialto Bldg., Chicago.

GRAIN PROVISIONS,
STOCKS AND COTTON.

Write for our Daily Market Letter.

Your interests are our interests.

Special attention given to cash grain shipments.

COMMISSION CARDS.**ROSENBAUM BROS.**

COMMISSION RECEIVERS
MERCHANTS, AND SHIPPERS.

Grain and Seeds.

Room 77 Board of Trade Bldg., CHICAGO.

DANIEL McCAFFREY'S SONS,
Leading Hay Dealers,
PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank.

ESTABLISHED 1867.

IF YOU WANT Full and fresh information as to grain freights, east or west; accurate and interesting news as to grain markets or finance; or money accommodation in an emergency. **YOU WILL FIND NONE**

On the back of a postal card. For all these things; for attention to inspections, for smallest discounts on off grades; for best ultimate net results; and for protection of your interests in every way, try

POPE & ECKHARDT CO., CHICAGO,
and you will not be disappointed.

E. L. ROGERS & CO., ESTABLISHED 1863.

COMMISSION
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,
358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
{ Manufacturers National Bank.
{ Merchants National Bank.

L. F. Miller & Sons,
RECEIVERS AND SHIPPERS OF
GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.
References: { Manufacturers National Bank, Philadelphia, Pa.
{ Union National Bank, Westminster, Md.

F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS. Minn

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

GEO. N. REINHARDT & CO.
MELROSE STATION, NEW YORK CITY.

Geo. N. Reinhardt & Co.
DEALERS IN
HAY, STRAW & GRAIN.

GEORGE N. REINHARDT & CO. ELEVATOR

TELEPHONE 61 MELROSE
162ND TO 163RD ST. HARLEM RAILROAD (PORT MORRIS BRANCH)

We sell on Commission and buy direct,
HAY, GRAIN AND FEED.
Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

THE CROWN POINT GRINDING MILL.

The Best on Earth

For Fine Grinding and Easy Running.

They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition

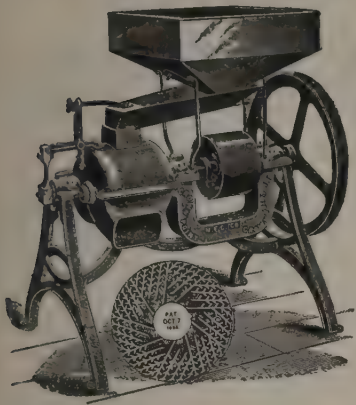
Do not dull when running together.

Grinds OATS perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

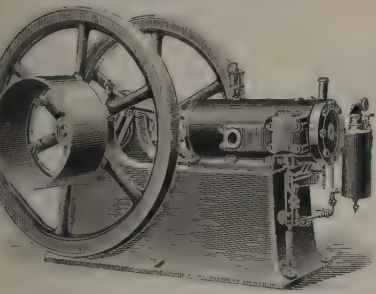
Send for Descriptive Circulars.



CROWN POINT MFG. CO., CROWN POINT, IND.

LEWIS GAS ENGINE.

Gold Medal, World's Fair, 1893.
Two Gold Medals, Omaha, 1899.



EASY TO START. ALWAYS RELIABLE.

Thousands of Testimonials.

Adapted to all purposes where power is required.

J. THOMPSON & SONS MFG. CO.

Sole Makers, BELOIT, WIS.



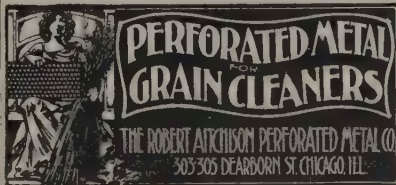
Patented Dec. 7, 1897.

Dust Protector.

The "Perfection" with Automatic Valve compels perfect protection and ventilation. Improved and Enlarged. Thousands in use. Nickel plated protector postpaid, \$1.50. Cir. Free. Agents wanted.

H. S. COVER,
SOUTH BEND, IND.

To read the leading trade paper in one's line of business is to keep abreast of the latest information, methods and trade customs. Do you read the "American Elevator and Grain Trade" regularly?



THE BIRCHARD

CRANE SPOUT.



Patented Dec. 19, 1899.

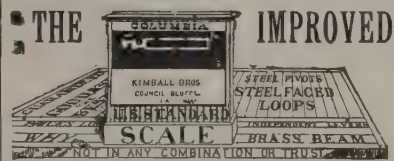
Prevents mixing grain and is under absolute control of operator.

Made of heavy cast iron and No. 12 steel. The steel extension is made so as to be turned when worn and get the wear all around. Will wear longer than any three on the market.

Can be made to suit nearly any location without change of spouting.

Write for circulars and prices.

DOWNIE-WRIGHT MFG. CO., YORK, NEB.



Manufactured by

KIMBALL BROS., 1006 9th St., Council Bluffs, Ia.

"Please discontinue our ad. and send bill. We have made sale of machinery. Your journal is O. K. as an advertising medium."—DERROUGH & RISING, Mahomet, Ill.

The Chase Method of

CLIPPING OATS

Saves You *Half the Power and Half the Shrinkage.*

Write for Descriptive Circular.

CHASE ELEVATOR CO.,

Architects of Grain Elevators,

10 Pacific Ave.,

CHICAGO, ILL.

A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month.



Send for Prices to

H. SANDMEYER & CO.,

PEORIA, ILL.

\$2.50 { The American Miller, \$2.00, } **\$2.50**
The American Elevator & Grain Trade, \$1.00,

Two Great Papers Every Month

For one year can be had for almost the price of one, by sending the \$2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world. They record the latest legal decisions and developments affecting your business.



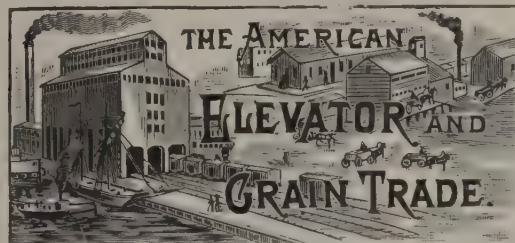
ESTABLISHED IN 1873.

Published on the 1st day of every month, at \$2 per year. Each number contains 80 pages and upward.

It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

The most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.



ESTABLISHED IN 1882.

Published on the 15th of every month at \$1.00 per year. Forty-eight pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

It will keep you elbow to elbow with your fellow dealers in all association and convention work for betterment of the trade.

\$2.50 pays for both papers to one address for one year.

Mitchell Bros. Co., Publishers, 315 Dearborn Street, Chicago, Ill.

JAMES STEWART & CO.

ENGINEERS
AND
CONTRACTORS.

Structural Steel Fireproof
Quick-Working Upright
Combination Quick-Working Storage
Wood and Steel Tank

GRAIN ELEVATORS.

We have the most extensive Contractors' Plant in the country, thoroughly equipped with compressed air, electricity and steam for doing the following classes of work:

OFFICE AND RAILWAY BUILDINGS, MANUFACTURING PLANTS, STRUCTURAL STEEL, HEAVY MASONRY, DREDGING, DOCK WORK, ETC.

EASTERN OFFICE:

Second National Bank Bldg., Pittsburg.

GENERAL OFFICES:

LINCOLN TRUST BLDG., ST. LOUIS.

SOUTHERN OFFICE:

Godchaux Building, New Orleans, La.

G. M. SLOAN, GRAIN ELEVATOR CONTRACTOR.

*Plans and Specifications on Short Notice.
Grain Handling Machinery. . . .*

443 South Robey Street,

CHICAGO, ILL.

Macdonald Engineering Company, CONTRACTING ENGINEERS,

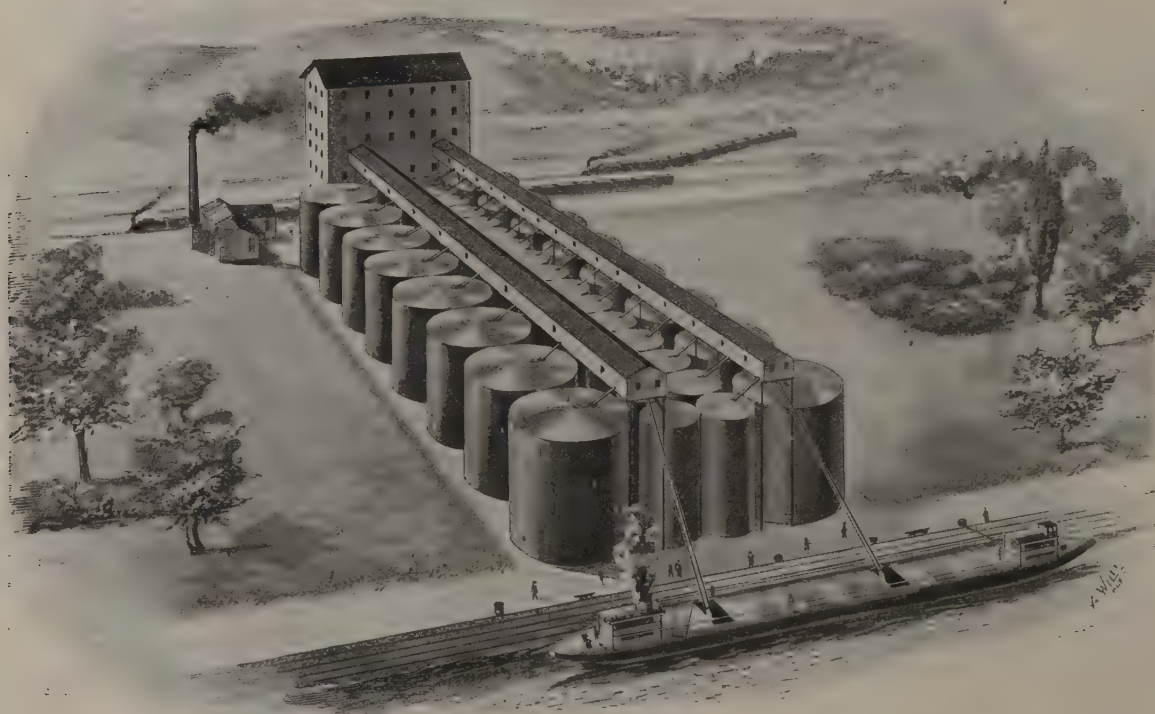
Designers and Builders of Wood and Steel

GRAIN ELEVATORS,

Of any capacity.

1454, 1455 and 1456 MONADNOCK BLOCK, - CHICAGO, ILL.

STEEL STORAGE & ELEVATOR CONS. CO.



CANADIAN PACIFIC RAILWAY CO.'S STEEL ELEVATOR, FORT WILLIAM, CANADA, 1,500,000 BUSHELS.

FIRST IN THE FIELD,
ALWAYS IN THE LEAD.

WE DESIGN AND BUILD COMPLETE

FIREPROOF STEEL ELEVATORS

TO MEET ALL REQUIREMENTS.

—o—
INVESTIGATE OUR

PNEUMATIC CONVEYING SYSTEM.

—o—
GENERAL OFFICES:

302-308 GUARANTY BUILDING,
BUFFALO, N. Y., U. S. A.

WM. GRAVER TANK WORKS,

Manufacturers and Builders of

STEEL STORAGE TANKS AND

STEEL ELEVATORS.

We Build Storage for Any Commodity of
Any Capacity.

GENERAL OFFICES:

205-206 Plymouth Building, Chicago.



"THE IDEAL ELEVATOR BELT."**LEVIATHAN BELTING**

For Elevating, Conveying and
Power-Transmitting

Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

MAIN BELTING COMPANY, 1219-1241 Carpenter St., Philadelphia.
55-57 Market St., Chicago.
129 Pearl St., Boston.

SEND FOR PRICE LISTS AND SAMPLE.

THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

GRAIN ELEVATOR MACHINERY

INCLUDING

Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope
Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

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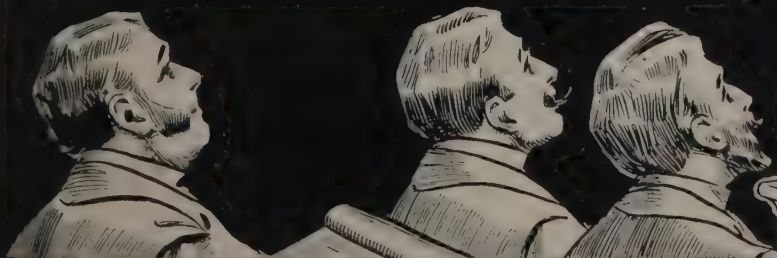
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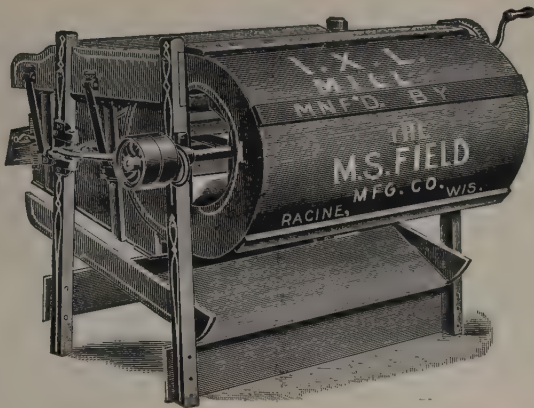
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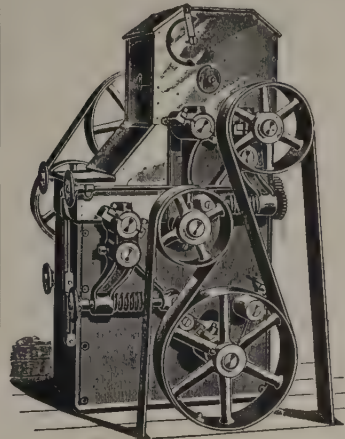
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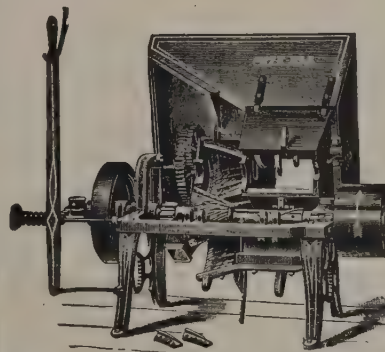
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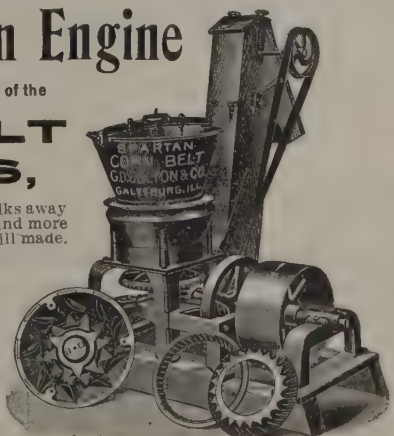
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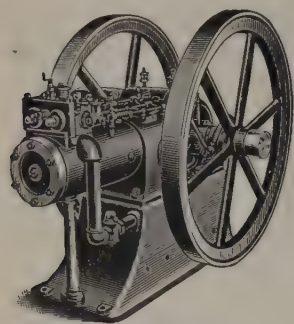
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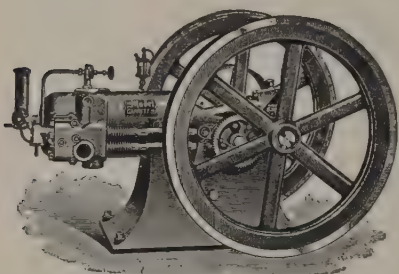
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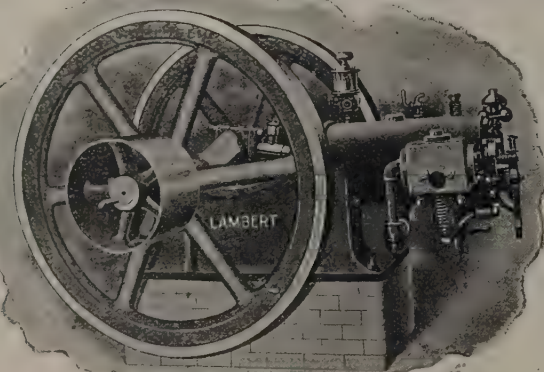
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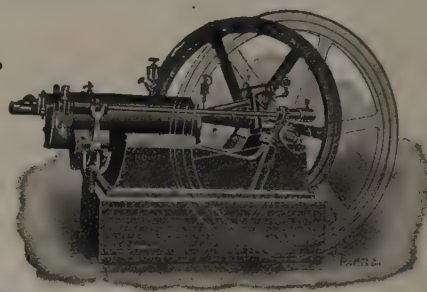
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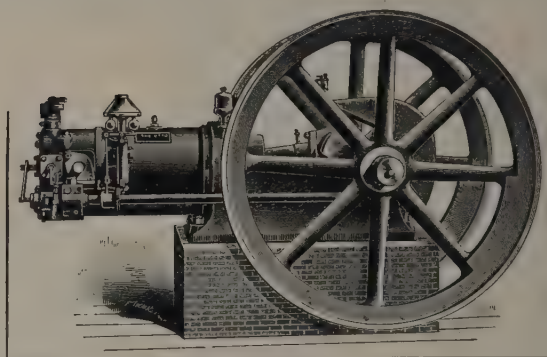
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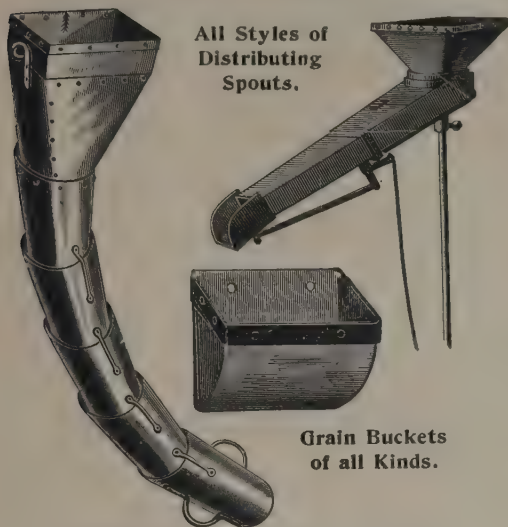
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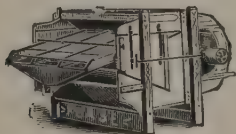
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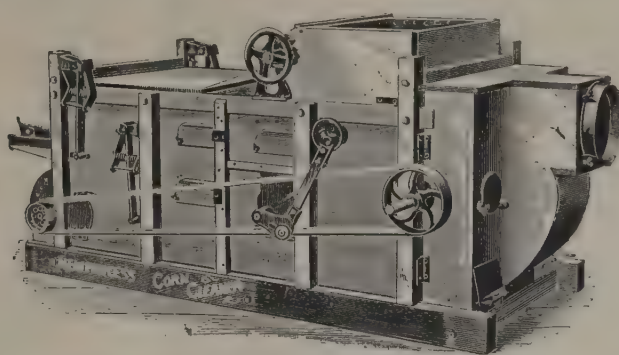


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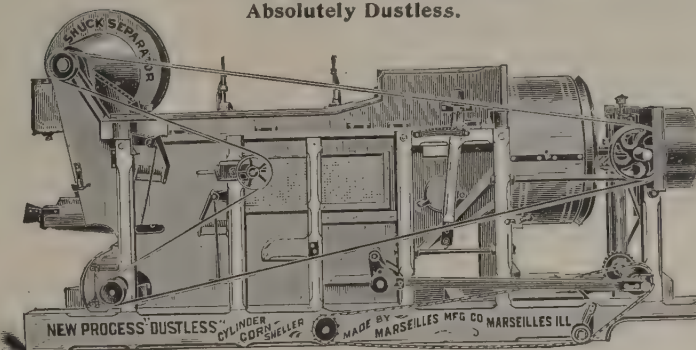
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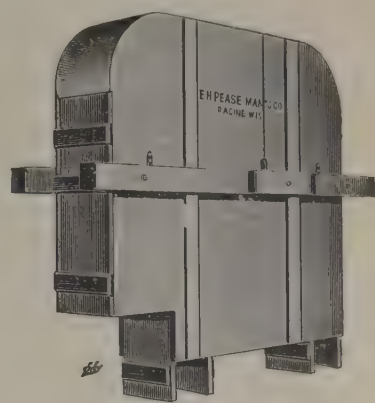
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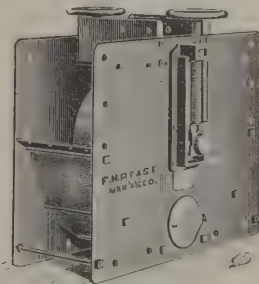
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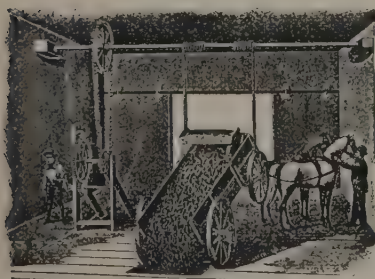


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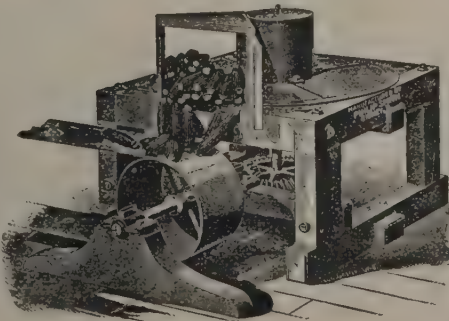
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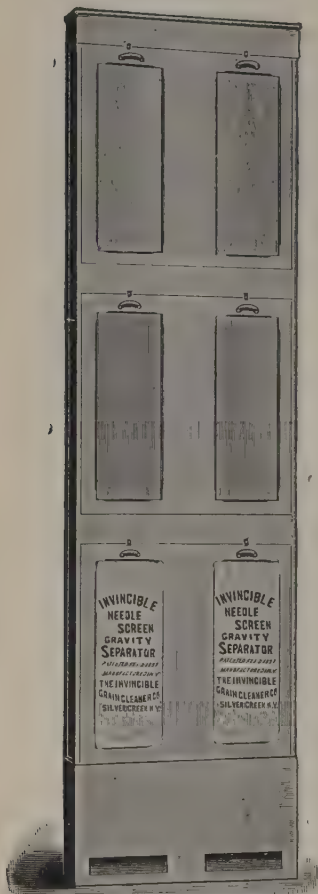
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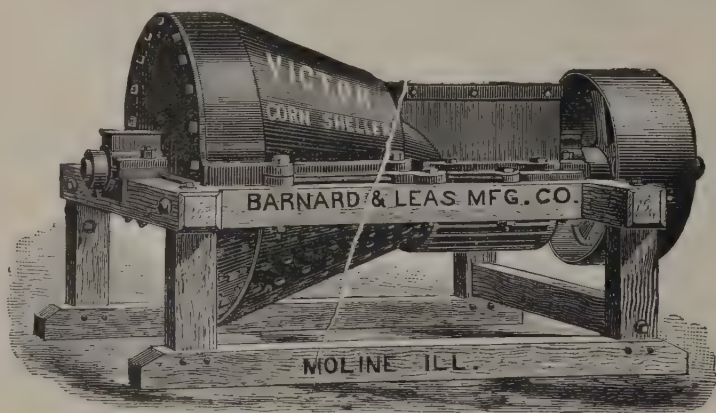
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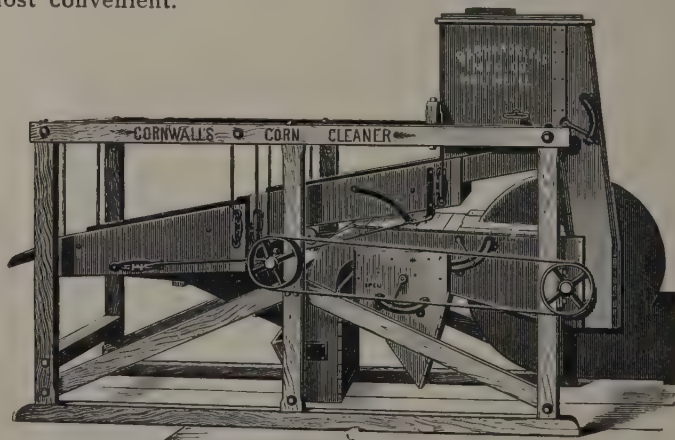
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MANUFACTURE A COMPLETE LINE OF

GRAIN ELEVATOR MACHINERY

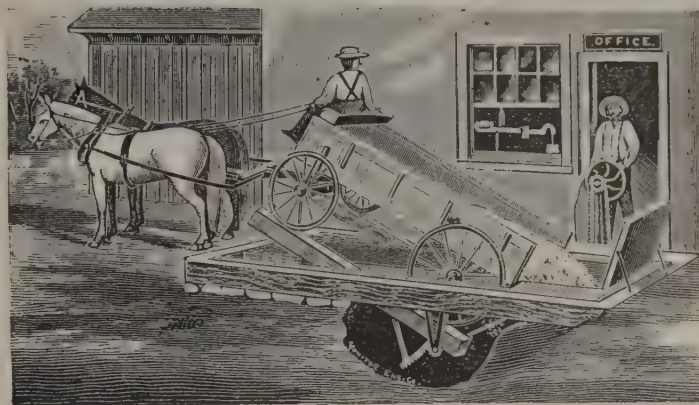
Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	-	capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	-	" 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	-	" 750,000 "
Botsford & Jenks, Meaford, Ont.,	-	" 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	-	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	-	" 600,000 "
Electric Steel Elevator, Buffalo, -	-	" 1,200,000 "
McReynolds & Co., Hammond, Ind.,	-	" 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	-	" 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	-	" 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	-	" 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	-	" 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,

M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

MACHINES WORTHY OF CLOSE INVESTIGATION.

"EUREKA" ELEVATOR SEPARATOR.

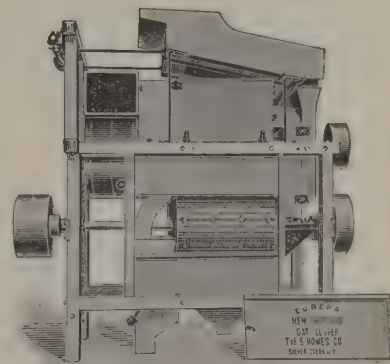
This is the machine you need to extract oats from wheat. Counterbalance-Shoes, Drive insuring smooth and steady running. Perfect air separations, two fans drawing air from both sides, wide separator leg, wide shoe, giving grain perfect cleaning.

"EUREKA" ELEVATOR OAT CLIPPER.

New style clipping and longer cylinder; beaters automatic; discharge fan on

separate shaft, enabling operator to run either fan or cylinder at any desired speed, shoe placed lengthwise of machine.

Like all "Eureka" Grain Cleaners the above machines are built of the best material.



THE S. HOWES CO.,

ESTABLISHED 1856,

EUREKA WORKS,

SILVER CREEK, N. Y.

B. F. RYER, General Western Manager, 11 Traders' Bldg., Chicago, Ill.

Duplicate parts of all Eureka Machines built, from the time of Howes, Babcock & Co., in 1856, until the present.

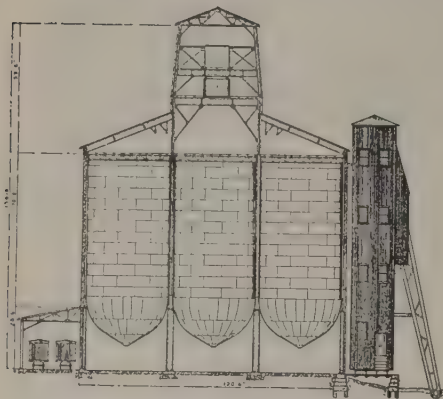
Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

General Office, Water Street, Pittsburg.

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

New York Office, 39 and 41 Cortlandt Street.

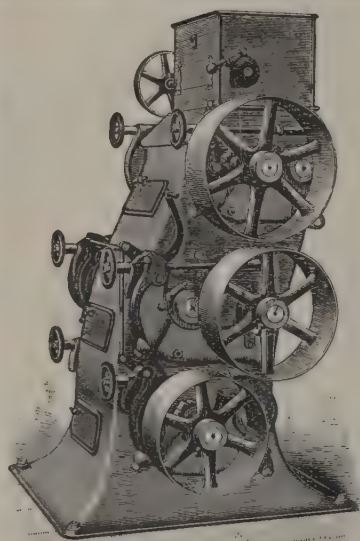
LONG-DISTANCE TELEPHONE CONNECTIONS.

Notice!

We, the undersigned, hereby notify the public that we own and control all the rights for the Process of Bleaching and Purifying Grain under U. S. Letters Patent Number 592,691, issued October 26, 1897, to E. F. Cazalet, who, for value received, assigned to us all his right, title and interest in said patent on October 30, 1899.

Notice is also given that any person, or persons, using such process without obtaining the right to do so from us will be prosecuted according to law; and any person advising us of such violations will be suitably rewarded. We also advise the public that we have no agents, and that all business must be done direct with this office.

McCRAV, MORRISON & CO.,
KENTLAND, INDIANA.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

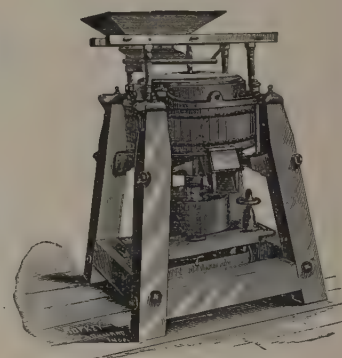
...FEED AND MEAL...
— IT PAYS —

WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our $3\frac{1}{2} \times 3$ inch, list price 9c., has as much capacity as others $3\frac{1}{2} \times 3\frac{1}{2}$ inch, list price 10c. Our prices are right

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO., INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



"Western" Warehouse Sheller.

SOLE MANUFACTURERS

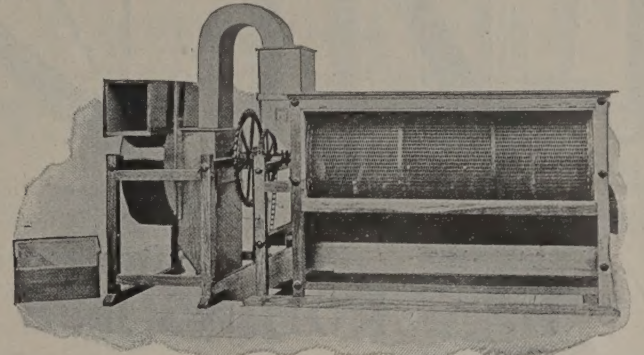
**"Western" Shellers and Cleaners,
BEST ON EARTH.**

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.

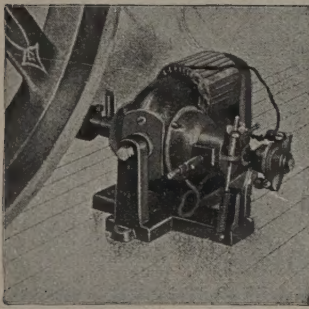


"Western" Warehouse Cleaner.

THE AUTO-SPARKER FEED GRINDING PAYS,

Especially if you do it on a

MONARCH ATTRITION MILL.

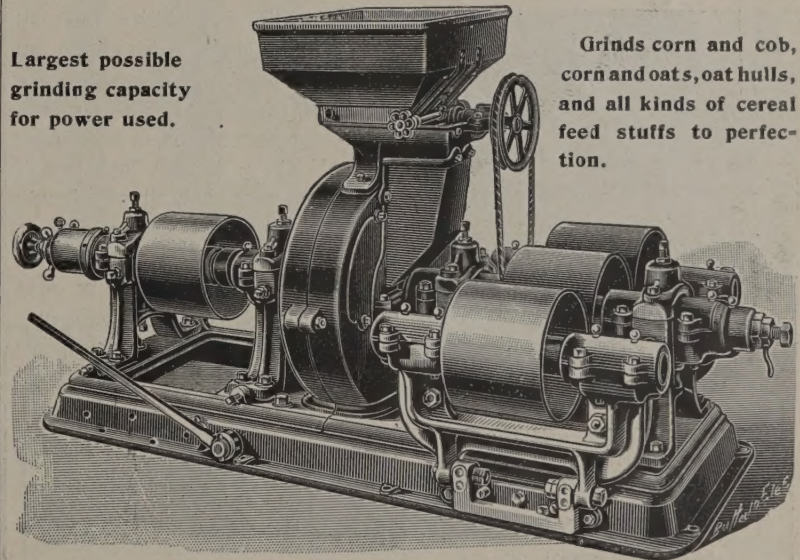


1. Starts and runs gas engines as easily as best batteries.
2. Does not burn up electrodes.
3. Machine is durable, nothing to wear out but shaft and friction pulley and these should last for years.
4. Saves its entire cost over batteries in one year.
5. Hundreds in use. Every machine tested and guaranteed to do the work claimed.
6. Automatic governor regulates speed of dynamo, no matter what size or speed the fly-wheel of engine.
7. **You need no battery.** Auto-Sparker can be fastened to floor, as in cut, or on body of gas engine or automobile.

DIMENSIONS: 10 $\frac{3}{4}$ x 10 x 6 $\frac{3}{4}$ inches. Weight, 23 pounds. Made for either touch or jump spark. For particulars, address

MOTSINGER DEVICE MFG. CO., PENDLETON, INDIANA,
Or any Gas Engine Manufacturer.

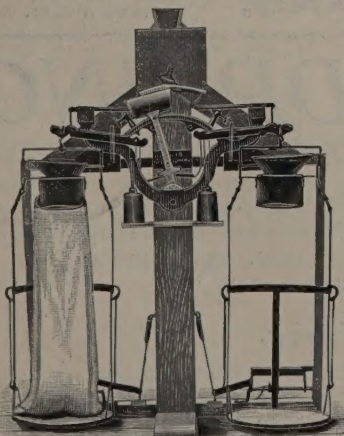
Largest possible
grinding capacity
for power used.



Grinds corn and cob,
corn and oats, oat hulls,
and all kinds of cereal
feed stuffs to perfec-
tion.

Less dust and more money in running your Elevator? Write to
H. L. DAY, Minneapolis, Minn.

Cutler Bagging Scale



For weighing Grain, Meal,
etc., Automatically, in even
weight packages.

Two
Scales in
One Frame

Operated by one man. Ac-
curate, economical
Not an experiment. In suc-
cessful use 10 years.

THE CUTLER CO., North Wilbraham, Mass.

Requires Less Than One Minute to Open It.

This Monarch of the Grinding World

Will attract customers for you and place you beyond competition in the matter of capacity and expense. No burr stones to be re-dressed. Ball-bearings and self-oiling boxes reduce power, wear and attention required to the minimum. No twist belts necessary with our special drive, which reduces cost of installing.

We build a complete line of Attrition and Burr Mills. You can't ask us too many questions about them. Send for catalog.

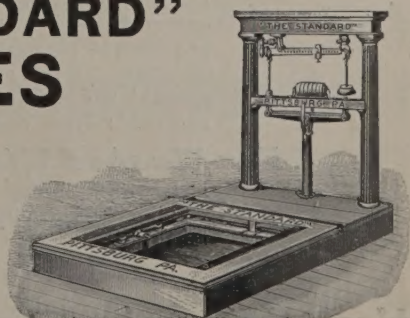
SPROUT, WALDRON & CO., Muncy, Pa.

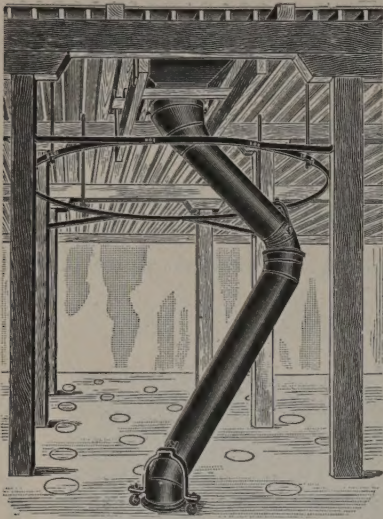
"THE STANDARD" SCALES

—FOR—
Grain Elevators, Flour Mills,
AND ALL PURPOSES.

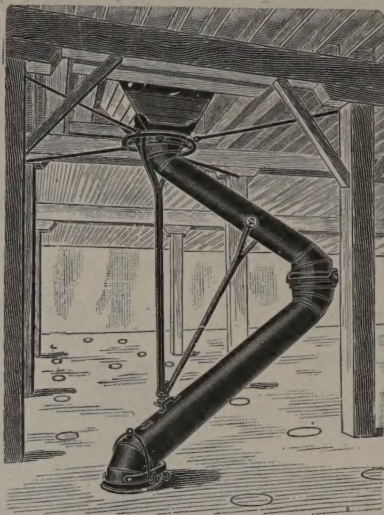
Recent Contracts:
Great Northern Ry. Elevator, eighteen
1,600 bu. Hopper Scales.
Baltimore & Ohio Ry. Elevator, ten
1,400 bu. Hopper Scales.

THE
Standard Scale & Supply Co.,
LIMITED,
Manufacturers, PITTSBURGH, PA.





TROLLEY SPOUT.



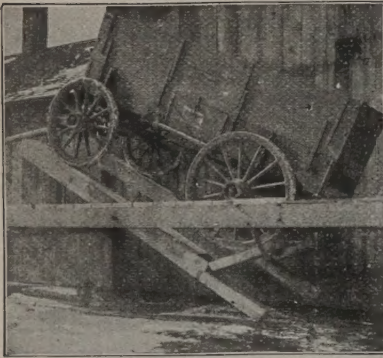
STANDARD SPOUT.

D. A. ROBINSON'S

Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

The Adjustable Elevator Dump.



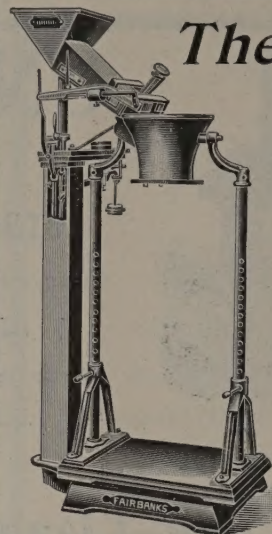
LOW-WHEEL WAGON ON DUMP.

WE claim superiority over all other dumps in giving all wagons enough pitch so that the grain will leave the bed freely, and in letting them down in the dump easily. They occupy less space, and can be placed on all sill dumps now in use without changing trip or pins that sills are hung with. To responsible firms they will be sent on 30 days' time, with freight prepaid. Write us for descriptive circular and price list.

Harvell, Ill., Oct. 20, 1900.
Messrs. SIMS BROS., Paris, Ill.
GENTLEMEN:—Please ship us at once two dump attachments as per enclosed measurements. The one we have on dump works like a charm. Yours truly,
W. W. ADAMS & CO.

Brookston, Ind., Oct. 6, 1900.
Messrs. SIMS BROS., Paris, Ill.
GENTLEMEN:—We have been using the Adjustable Elevator Dumps for several weeks. We are well pleased with their working, and can recommend them to anyone interested in good dumps. Respectfully yours,
JOHN B. ROSS & CO.

SIMS BROS., MANUFACTURERS AND PATENTEES, **PARIS, ILL.**



The Bosworth... Automatic Weighing Scale

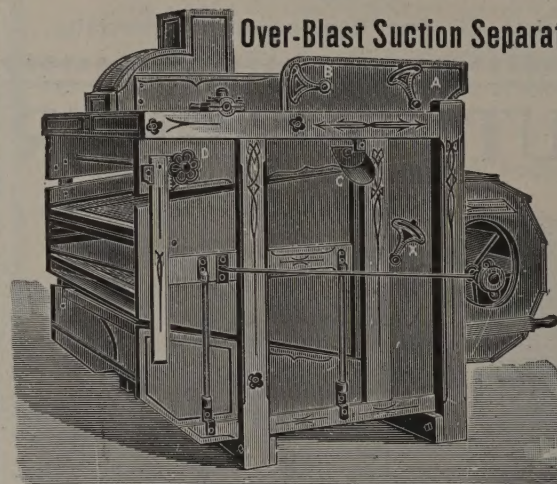
FOR WEIGHING AND BAGGING
ALL KINDS OF GRAIN.

Rapid work. Saves time.
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,
UTICA, N. Y.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE
STANDARD
IN THEIR
LINE.

"Grain
Cleaned
to a
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

THE EVANS CONTROLLABLE WAGON DUMP.

THE BEST WAGON DUMP BUILT.



Only Lock Steel Link Belting used on these dumps—tempered steel instead of iron.

Can be Used With and Without Dump Scales.

Patented
April 12,
1898.

Try one of our Dumps. If not the best after 30 days' trial, return it.

For Absolute Safety, Perfect Control, Great Strength and Durability this dump is unequalled. Adopted by the leading elevator builders of the Northwest. Write for price and further information. Manufactured and for sale by

MOULTON & EVANS, 304 Corn Exchange, MINNEAPOLIS, MINN.

THE HESS SYSTEM OF DRYING.

For Elevators,

Dries tough grain to merchantable condition at a cost of \$1.00 per car or less. The only drier approved and permitted free by Underwriters' Associations. The only machine in successful and general use in the terminal elevators of Chicago and other grain centers.

For Washed Wheat.

Dries and cools, in continuous flow, the grain moving by gravity alone, and drying to absolute uniformity.

For Oatmeal Mills,

Dries with fire or steam. Will dry oats with fire heat in thirty minutes, with constant motion by gravity. No contact with hot metal, and popping impossible. Any flavor desired is secured.

For Rice, Cotton-seed, etc.

The quickest and most economical method in use. Applicable to any grain or seed, or anything of granular nature. Uses less power than any other.

Write for Full Information.

Hess Warming and Ventilating Co., 708 Tacoma Building, Chicago.

Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

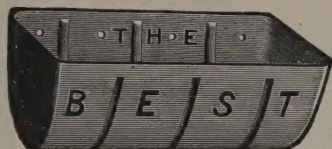
Western Avenue, 17th to 18th Streets, Chicago, Ill.

—CALDWELL HELICOID CONVEYOR—

Specialties for
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
Continuous Strip of Metal.



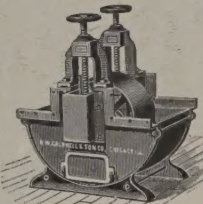
CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICITION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COWSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.



No Trick to Make Money

WITH THE

**Willford Three-Roller
Feed Mill**

It takes so little power and attention to operate it, and does such perfect work that feed grinding with it is sure to pay. It is so strong and durable that there is no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,
303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH— THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

WHAT IT WILL DO:

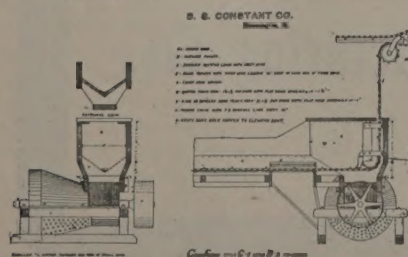
Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES.
SPECIAL SIZES MADE TO ORDER.

WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO **G. W. DOOLEY & CO., BLOOMINGTON, ILL.**

THE B. S. CONSTANT SHELLER FEEDER,

STYLE C-1, USING B2 TIGHTENER. A MONEY SAVER IN EVERY ELEVATOR.



Latest Improved Grain Separators.
Water-tight Boots, Steel Tanks,
Dust Collectors, Wagon Dumps,
Elevator Boot and Sheller Feeders.

..WRITE..

B. S. CONSTANT CO.,
BLOOMINGTON, ILL.,

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery

The Special Car Mover

(Patent applied for)

Applies the power in the direct course of the revolution of the wheel. It moves a car with less power and greater speed than any mover on the market. Price \$5, f. o. b. here, and shipped c. o. d. subject to examination before accepting.

THE INCLINE ELEVATOR and DUMP

SOLVES THE PROBLEM OF CRIBBING EAR CORN WITHOUT SHOVELING.

It attracts the most profitable part of the grain business. The Ventilated and Combination Grain Bin is excellent ear corn storage, is rat proof and a tight bin for anything. It requires only 1/2 foot of lumber per bushel of storage. The reduction in cost of storage compared with even a common, temporary ear corn crib will pay for the Incline Elevator and Dump to fill it.

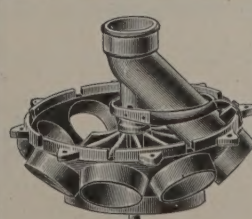
Dealers having belt elevators would profit by adding our ear corn, oats, wheat, etc., storing facilities. Extensive farmers and feeders would also find improvement and profit by adopting it.

Each team elevates the load it brings. Power is always ready and costs you nothing. Will elevate 20 or more of the largest loads per hour.

The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and catalog. Come and see.

The Conveyor Car Loader (patent applied for) loads a car at a speed of 2,000 to 4,000 bushels per hour with corn, wheat, oats, etc., and one-third as much ear corn, requiring only one-half horsepower. One-third as much can be loaded by hand power and operator is out of the dust. It can be connected conveniently to any number of shipping bins. Price \$35 f. o. b. here and shipped c. o. d. This includes rope transmission connections to your power and to any number of shipping bin chutes; also a special grain spout to connect chute with loader.

H. KURTZ & SON, SAC CITY, IOWA.



Patented April 17, 1900.

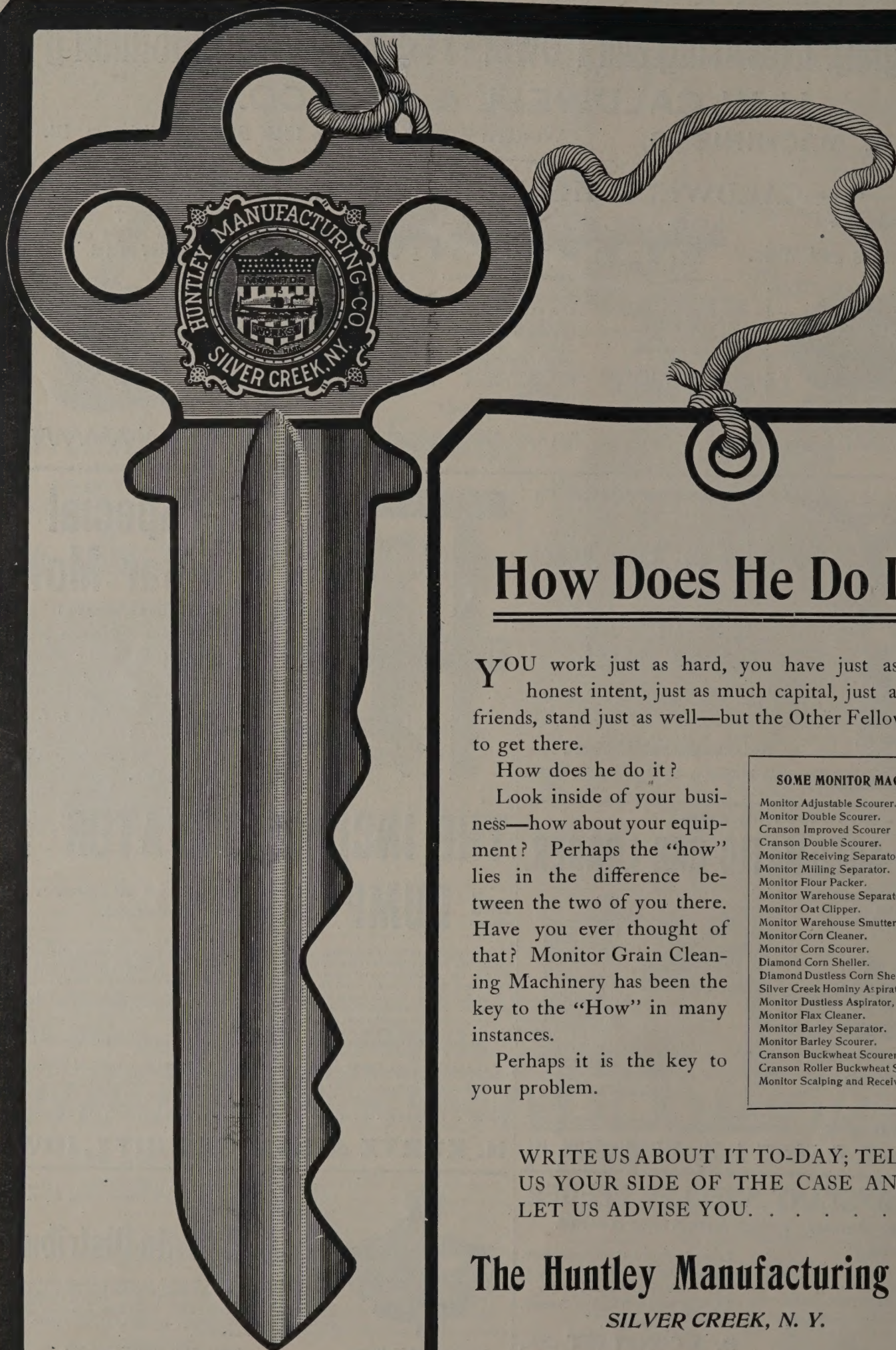
The OLD-FASHIONED FLAIL thrashed grain quite effectively in the early days and cost less than a modern Grain Separator, but who uses it in these days?

The Hall Grain Distributor

Is far superior (in every respect) to the ordinary grain-mixing, sloppy spouts, as a modern grain separator is superior to a flail. It does not waste or mix a kernel of grain. Signals the operator on working floor when bin is full. Takes less room than any other device. Locks automatically. Always in the right place. Simple, accurate, positive, durable.

SEND FOR BOOKLET TO

Hall Distributor Co., 519 First National Bank Bldg.,
OMAHA, NEB.



How Does He Do It?

YOU work just as hard, you have just as much honest intent, just as much capital, just as many friends, stand just as well—but the Other Fellow seems to get there.

How does he do it?

Look inside of your business—how about your equipment? Perhaps the “how” lies in the difference between the two of you there. Have you ever thought of that? Monitor Grain Cleaning Machinery has been the key to the “How” in many instances.

Perhaps it is the key to your problem.

SOME MONITOR MACHINES

Monitor Adjustable Scourer.
 Monitor Double Scourer.
 Cranson Improved Scourer
 Cranson Double Scourer.
 Monitor Receiving Separator
 Monitor Milling Separator.
 Monitor Flour Packer.
 Monitor Warehouse Separator.
 Monitor Oat Clipper.
 Monitor Warehouse Smutter.
 Monitor Corn Cleaner.
 Monitor Corn Scourer.
 Diamond Corn Sheller.
 Diamond Dustless Corn Sheller.
 Silver Creek Hominy Aspirator.
 Monitor Dustless Aspirator.
 Monitor Flax Cleaner.
 Monitor Barley Separator.
 Monitor Barley Scourer.
 Cranson Buckwheat Scourer.
 Cranson Roller Buckwheat Shucker.
 Monitor Scalping and Receiving Shoe.

WRITE US ABOUT IT TO-DAY; TELL
 US YOUR SIDE OF THE CASE AND
 LET US ADVISE YOU.

The Huntley Manufacturing Co.,
 SILVER CREEK, N. Y.